

MASON'S  
DELICIOUS  
O.K.  
SAUCE.

# Hongkong Daily Press.

ESTABLISHED 1857.

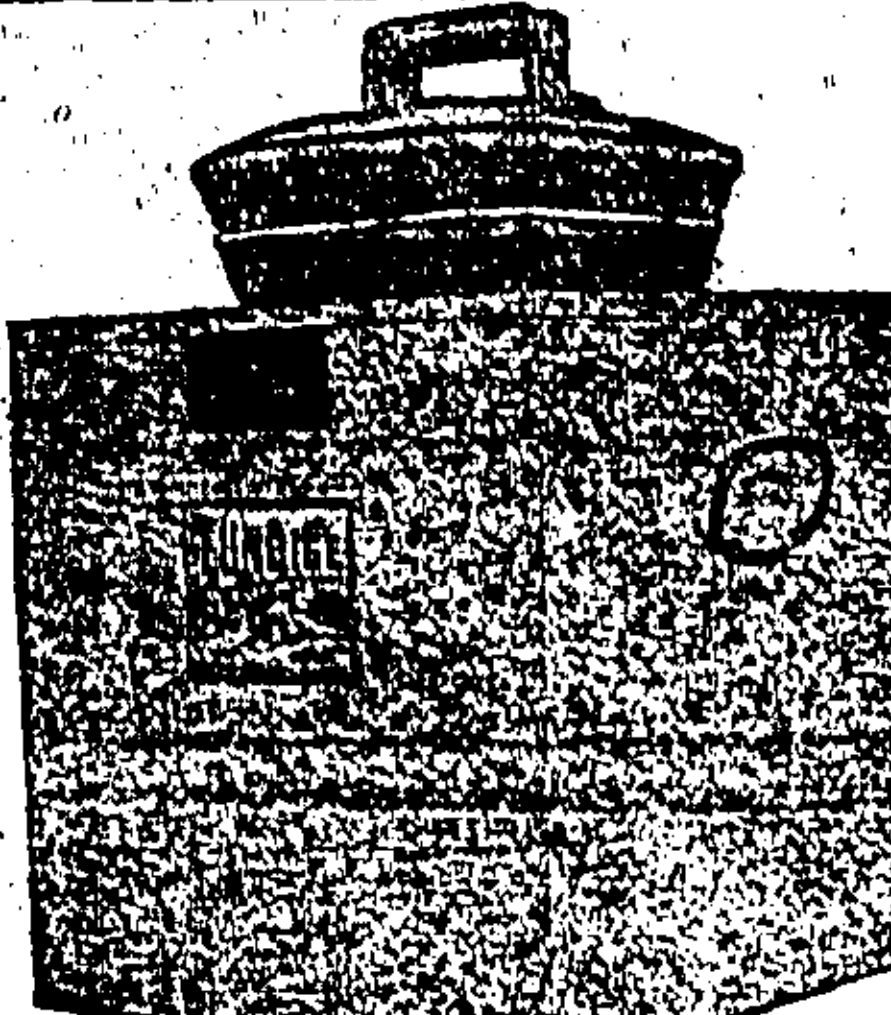
Registered as a Newspaper at the General  
Post Office in the United Kingdom.

**YOU'LL PLAY BETTER WITH GOOD SIGHT!**

Qualified European Attention. Modern  
Kymograph Testing Equipment at  
**LAZARUS.**  
13, QUEEN'S ROAD CENTRAL,  
Established over 40 Years.  
Appointment—  
Phone MR. COOPER, C. 2203.

No. 22,172 號式拾柒百壹仟貳萬貳第 日陸初月柒年巳己 HONG KONG, SATURDAY, AUGUST 10, 1929. 陸拜禮 日拾月捌年九廿百九仟壹英 PRICE: \$3 PER MONTH

EVERY BOTTLE BECOMES & REMAINS ONLY 5 lbs. of ICE required for 24 hours



**HAVE YOU BOUGHT ONE?**  
No house is complete without.  
These TUNDICE TANKS are praised by every purchaser.  
OBTAINABLE FROM LANE, CRAWFORD, LTD.  
WING ON & CO., LTD.  
Sole Agents: Caldbeck, Macgregor & Co., Ltd. Tel. C. 75.  
(Incorporated under the Companies Ordinances of Hong Kong.)

**HONG KONG, CANTON AND MACAO STEAMERS.**  
JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.  
**HONG KONG—CANTON LINE.**  
Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays 10.00 P.M. only)  
Sailings from Canton: Daily, at 8 A.M. & 4.30 P.M. (Sundays 4.30 P.M. only)  
**HONG KONG—MACAO LINE.**  
From Hong Kong: 8.00 A.M. "SUI TAI" from Wing Lok Wharf. (Sundays Excepted)  
4.00 P.M. "SUI TAI" do. (Sundays Excepted)  
From Macao: 8.00 A.M. "SUI AN" (Sundays Excepted)  
2.00 P.M. "SUI TAI" (Sundays Excepted)  
**NOTICE.**  
NO AFTERNOON SAILING TO MACAO on SATURDAY, 10th AUGUST.  
EXCURSIONS TO MACAO:—  
On SUNDAY, 11th AUGUST.  
S.S. "SUI TAI"  
Will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 5.00 P.M.

SHIPBUILDERS,  
SHIP REPAIRERS,  
BOILER MAKERS,  
FORGE MASTERS,  
OXY-ACETYLENE AND  
ELECTRIC WELDERS,  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

**THE TAKOO DOCKYARD & ENGINEERING COMPANY**  
SALVAGE TUG "TAIKOO"  
Length 787 Feet.  
Length on Blocks 750 Feet.  
Depth on Centre of SW (H.W.O.S.T.) 24 ft. 6 ins.  
**—THREE SLIPWAYS—**  
Capable of Handling Ships up to 3,000 Tons Displacement.  
Electric Crane at Sea Wall.  
Capable of Lifting 100 Tons at 70 Feet Radius.

**BUTTERFIELD & SWIRE, Agents,**  
HONG KONG, CHINA & JAPAN.  
TEL. ADDRESS: "TAIKOO DOCK, HONG KONG."  
TELEPHONE: No. 212 CENTRAL  
CALL FLAG: "C" OVER "ANG. PENNANT."

**THE NAVY'S CHOICE**  
**Coates' ORIGINAL**  
**PLYMOUTH GIN**  
OBTAINABLE EVERYWHERE.

## UNDER THE PUNKAH.

By J. PENN.

Talking about ladies being admitted into men's clubs. Bottle-throwing tells me he had quite an argument upon the subject with a fellow clubman the other evening. "There's nothing better for any gathering of men than the restraining influence of the ladies," quoth George—or, at any rate, he said he did.

"Women are of no use to man at all," snapped the bachelor. "I don't agree," said a newcomer to the party. "My wife looks after me. I can assure you. Why, she takes off my boots for me almost every evening."

"Ah! When you get home from the club feeling a little tight?" suggested George. "No," was the reply, "when I want to go to the club!"

Silence.

"If it is no any inconvenient," writes a well-meaning reader to the Editor, "can you publish this news?"

The Editor thinks it is not inconvenient at all. Here is the news:— "This morning, Mr. Khasnigwalatan of Nathan Road went to his bath room to take his bath. He did not notice there was a baby in the tub. He opened a cold water tap and a little after he saw a baby muffled in a towel. He then quickly emptied the tub and was sorry that he killed a life when it was young."

"He called his friend to tell and how to pick up from the tub. They were then noticed that the baby muffled was still alive like a dead Mr. H. Khasnigwalatan put her on a paper and took her near electric cooker to dry her if she get sense come back. Shortly after he was astonished when he found that within half an hour she run away from his sight. After all Mr. Khasnigwalatan of Nathan Road feel very happy."

There is a white flower blooming on the hills in the Colony now. It is called woodruff, and has a very delicate perfume. Long ago, ladies in the East used it, like lavender, to perfume their wardrobes. To-day, not one in forty thousand knows the flower and, as for perfuming wardrobes, is not a bucketful of M. Chosoli's *Mille D'Espagne d'Ouette* (at \$100 per quarter-pint) good enough for any one?

Reverting to that letter in the *Daily Press* last week from a gentleman who thinks that something should be done to bring about a "Brighter Hong Kong Movement," George P. Bottlethrower says that he could give the proposed Committee a few tips. Pigs in Singapore, for instance, have to be licensed. George suggests that Hong Kong goes one better, and compels all pigs and chickens abroad on the highways to carry

rear number-plates. Motorists would appreciate the addition of rear-lights, but the police would certainly be in for a busy time, particularly if the usual list of offences applicable now to the rear number-plates of motor-cars were made applicable to the number-plates of the Colony's wayside scratchers!

And then there is the question of the Star ferries. Every newcomer to the Colony admires the manner in which the Stars go ahead, astern, or sideways when going alongside the jetty. Well, suggests George, to brighten up the journey across the harbour, why don't the ferries carry out these manoeuvres on the voyage across? If the bored passenger, for instance, found himself facing the Peak one minute and looking at the clock at Kowloon railway-station the next, his journey across the harbour would certainly be free from monotony. Besides, look at the thrill one would get from these evolutions; it would be great fun, and the work at the Marine Court would be greatly increased.

"Rhadamanthine severity"—I confess I had to consult authorities, as the lawyers say, when I read these words in the paper the other day. I also had the curiosity to try and find out where Negapatam is, and after much trouble succeeded. How many of you, my readers, know where the place is—or care? You read in the paper that letters from home are due on such and such a date via Negapatam, but do you really know where it is? Probably if you consult your atlas you won't locate it, and I had to use a magnifying-glass to find it on the most up-to-date atlas to be had in the Colony. Well, on the—but why should I give away information so laboriously procured? Find it for yourselves, if you can—which I doubt. What still puzzles me is how, and why, steamers call there. Perhaps somebody in the know will enlighten me on the commercial activities of Negapatam, and what the Negapatamians import and export. As for Rhadamanthus, as every schoolboy knows who is able to consult a dictionary, he is (or was) a very stern judge in "Gk. Hades." Your next need trouble to consult your atlas again, my friends, for you will assuredly not find that place marked.

Speaking of judges, how stern and inflexible one has to be to sit in judgment upon one's fellows. The other day a gentleman alleged to be a burglar appealed to the magistrate, with tears in his (the gentleman's) eyes, to be set free. He explained that he had an aged mother in a "distant place, who would probably die of shock if he heard that her son was in prison. Did the magistrate respond to this

pathetic appeal? He did not. All he said was that the prisoner must stand his trial—aged mother or not. Picture for yourself, sympathetic reader, the touching scene—the penitent prodigal in the dock, and hundreds of miles away the dear old lady sitting at the door of her humble cottage, with roses round the door, happily engaged in peeling onions for the simple evening meal, and with her pigs and chickens and dogs all gambolling merrily at her feet. Enter the village postman, who delivers the usual copy of the *Daily Press*. The dear old soul, after looking at the share quotations and working out the cross-word puzzle, turns to scan the news. Her aged eyes read with difficulty at the best of times, but now they are suddenly dimmed almost to blindness. Her son—her son!—her son!—charged with burglary!!! It cannot be!!!! She sways, swoons, and falls prostrate on the ground. [End of Part I.]

Then there was the case the other day of a chauffeur who alleged in Court that the police officer who charged him with some traffic offence had "leered at him, and expressed unholy glee at having caught his victim in the act. This I cannot believe. Policemen are notoriously kind and gentle fellows, and invariably wipe away a tear as they jot down the numbers of your car and driving-license in their pocket-books. If it so happens that you can't produce your licence, they drop two tears, because that means still another charge has to be laid against you. I know one policeman who always carries an extra handkerchief in readiness to wipe away the flood of tears which he knows will fall when he is compelled to enter in his little book names, addresses and numbers in connection with unofficial motor-cycle speed-trials on the Castle Peak Road. A friend of mine had a strange experience the other day. On getting into his car a police-officer, with tears glistening in his eyes, came up and called attention to the fact that the off-side rear wheel was one inch over the white line. My friend, who is very conscientious in such matters, could not believe he had committed such an offence and went round to verify the allegation. As they dropped to examine the relative positions of the parking-line and the wheel, my friend happened to remark that it was most unfortunate he should be in trouble that day, as it was his mother's birthday. "You have a mother?" said the officer. "I have," said my friend. The policeman tried to hold back a sob, but a flood of tears rolled down his rugged, weather-beaten cheeks and splashed down upon the white line. "You have a mother—so have I," he said, in a voice broken with emotion; "we'll say you skidded that inch on the wet road. Good-bye!"

## Diary of Coming Events.

To-day.

(August 10.)

Extraordinary general meeting of subscribers to Kowloon Tong Building Scheme, 58, Kowloon Tong, 3 p.m.

Y.M.C.A. Bathing Picnic, 3 p.m.

Lawn Bowls:—Div. I: Craigengower v. Tai Koo, Kowloon C.C. v. Civil Service, Kowloon Docks v. Police, Bowling Green Club v. Recreation, Div. II: Tai Koo v. Craigengower, Civil Service v. Kowloon C.C., Recreation v. Bowling Green Club, Yacht Club v. Electric R.C.

Queen's Theatre: "Wild Orchids."

World Theatre: "The Boxer Bride."

Star Theatre: "Red Lips."

H.K. Football Association Dinner to Mr. F. W. Black, Lane, Crawford's Restaurant, 8 p.m.

Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.

Tides:—High: 1.18 a.m. and 1.20 p.m.; Low: 8.27 a.m. and 7.21 p.m.

European Mails:—Inward: Europe via Negapatam, papers (Plane).

Outward: Europe via Marseilles (Fushimi Maru), 2.30 a.m.

Sunday.

(August 11.)

Eleventh Sunday After Trinity, Lawn Bowls: Education Department v. P.W.D.

Queen's Theatre: "Cohen's and Kelly's in Atlantic City."

World Theatre: "Silk Stockings."

Star Theatre: "Skirts."

Tea Dance: Repulse Bay Hotel, 4.30 p.m.

Tides:—High: 1.58 a.m. and 2.23 p.m.; Low: 7.38 a.m. and 7.57 p.m.

Monday.

(August 12.)

German Constitution Day, Consular reception, Hong Kong Hotel, 11.30 a.m. to 12.30 p.m.

Sale of Crown Land: Kowloon Inland Lots Nos. 2207, 2208, P.W.D. Offices, 3 p.m.

Water Polo: Somerset's v. K.O.S.B. "B," Kowloon "A" v. K.O.S.B. "A," V.R.C. 3.30 p.m.

Queen's Theatre: "Cohen's and Kelly's in Atlantic City."

World Theatre: "Silk Stockings."

Star Theatre: "Skirts."

Dinner Dances: H.K. Hotel, Peninsula, and Repulse Bay Hotels, 8.30 p.m.

Tides:—High: 2.44 a.m. and 3.48 p.m.; Low: 8.10 a.m. and 8.35 p.m.

European Mails:—Outward: Europe via San Francisco (Pres. Lincoln).

Tuesday.

(August 13.)

Water Polo: Chinese "B" v. Royal Navy, Chinese "A" v. Kowloon "B," V.R.C. 3.30 p.m.

Billiards:—Garrison Mess v. K.O.S.B., Craigengower v. Police, Somerset's v. St. Patrick's, Royal Artillery v. C. & P.O.'s Club, Royal Engineers v. Police Reserves.

Queen's Theatre: "The Dancer of Barcelona."

World Theatre: "The Auction Block."

Star Theatre: "The Cardboard Lover."

Dinner Dances: H.K. Hotel, Peninsula, and Repulse Bay Hotels, 8.30 p.m.

Tides:—High: 3.39 a.m. and 5.31 p.m.; Low: 11.21 a.m. and 9.17 p.m.

European Mails:—Outward: Europe via Marseilles (Chenonceaux), 1.30 p.m.

Wednesday.

(August 14.)

Water Polo: V.R.C. "A" v. V.R.C. "B," V.R.C. 3.30 p.m.

Queen's Theatre: "The Dancer of Barcelona."

World Theatre: "The Auction Block."

Star Theatre: "The Cardboard Lover."

Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.

Tides:—High: 4.38 a.m. and 7.33 p.m.; Low: 12.43 p.m. and 10.19 p.m.

Thursday.

(August 15.)

Tennis: Knockout Tournament Y.M.C.A., 2.15 p.m.

World Theatre: "A Lady of Chance."

Star Theatre: "Odette."

Dinner Dances: H.K. Hotel, Peninsula Hotel and Repulse Bay Hotel, 8.30 p.m.

## THE HONGKONG

PENINSULA HOTEL;  
HONG KONG HOTEL;  
REPULSE BAY HOTEL;  
PEAK HOTEL.

AND

SHANGHAI  
ASTOR HOUSE HOTEL;  
PALACE HOTEL;  
MAJESTIC HOTEL.

## HOTELS,

LIMITED.

IN ASSOCIATION WITH THE  
GRAND HOTEL DES WAGONS,  
LITS, PEPING.

The Only Hotel in CANTON  
Directly under European  
Management.

**THE VICTORIA HOTEL**  
SHANGHAI  
Guides  
and Trips  
arranged for  
and Special-Cars.  
Taken of TOURISTS.  
Cable Address: "VICTORIA."

**HOTEL CONSTANCE,**  
23-24, LANCASTER GATE,  
LONDON.

A beautifully appointed Hotel for  
60 guests.

Delightfully situated at a corner,  
facing South and South-West, in full  
view of Hyde Park, but standing well  
scarcely far back from the main road  
to ensure perfect quiet. Within 3  
minutes' walk of Tube Station, and a  
stone's throw of buses to all parts.

The spacious public rooms are ex-  
quisitely furnished. All bed-rooms  
have gas fire, and bedside reading lamp.  
Running hot and cold water, ready in  
many rooms, is being extended to all.  
Electric lift. Night Porter.

The cuisine will be found entirely  
satisfactory.

Single rooms from 3s. to 6s., double  
from 7s. to 12s. weekly, including  
full board, attendance, bath, etc.  
Some rooms have Private bathroom.

## LONDON SELLING AGENTS

TEA, INDIGO,  
FIBRES,  
BRISTLES,  
OILSEED,  
HIDES & SKINS,  
RUBBER DRUGS,  
COTTON WOOL,  
ORES, MINERAL  
GUMS, AND  
GENERAL  
PRODUCE.

Sold on com-  
mission. In  
British and  
Continental  
Markets.  
See a sample  
valued. Best  
prices for con-  
signments in-  
dicate.

**KEYMER, SON & CO.,**  
(Import Dept.) Whitechapel, London.  
Tele. "Keymer London." Est. 1894.

## SPORTING.

GUNS by W. W. GREENER  
WEBLEY and SCOTT, and Other  
Makers—British, French and Amer-  
ican.

B.S.A. Air Rifles, and Miniature  
Rifles, .22 Calibre. Repeating and  
Automatic.

**SPORTING CARTRIDGES** of  
all descriptions.  
Agents for W. W. GREENER,  
LTD., BIRMINGHAM.

**HONG KONG SPORTING ARMS  
AND AMMUNITION STORE.**  
6, BEACONSFIELD ARCADE.

## JUST RECEIVED.

FIRST SUPPLY

OF  
FLOWER AND VEGETABLE  
**SEEDS.**

**GRACA & CO.,**

DEALERS IN GARDEN SEEDS, POSTAGE  
STAMPS, POSTCARDS, TOYS, ETC.

No. 10, WYNDHAM STREET,  
P.O. Box No. 620. HONG KONG.

## NAKAMURA

MASSAGE

No. 518, QUEEN'S ROAD EAST,  
2ND FLOOR, WANCHAI,  
HONG KONG.

## Two London Hotels

Rubens

Rembrandt

These Hotels are situated in the most desirable  
positions of London. Under one management and highly  
recommended they offer the maximum of  
luxurious refinements combined with the latest  
hotel improvements at very reasonable rates.  
Bedrooms with private bathroom. All rooms  
are heated and have hot and cold running  
water, etc.

**HOTEL RUBENS,** Buckingham Palace-road,  
facing Buckingham Palace.

**HOTEL REMBRANDT,** South Kensington,  
facing the Victoria and Albert Museum.

TARIFF ON APPLICATION TO MANAGER.

## TELL THE SHROFF

to make out a Chit for  
\$7.50 and send it with  
your Home Address to  
11, Ice House Street.  
In return, we will send  
you the Weekly Press  
for Six Months.

Courtesy, Comfort, Service  
and Luxuries of Modern Hotel  
Construction

**THE HOTEL RIVIERA**  
MACAU

Cable Address:—"Riviera, Macau."

**THE STANDARD LIFE ASSURANCE CO.**

£1,000 on attaining the age of Fifty-five.  
Premiums moderate. Conditions liberal.

Particulars from—

**DODWELL & CO., LTD.**

AGENTS,  
2, QUEEN'S BUILDING.



## MARTELL'S BRANDIES

V. S. O. P.

THREE STAR

V. V. E. S. O. P.



BOTTLED IN  
COGNAC AND  
GUARANTEED  
PURE GRAPE  
BRANDY  
BY  
MARTELL & CO.

SOLE AGENTS:-

GANDE, PRICE & CO., LTD.  
WINE & SPIRIT MERCHANTS.

St. George's Building, Ice House Street,

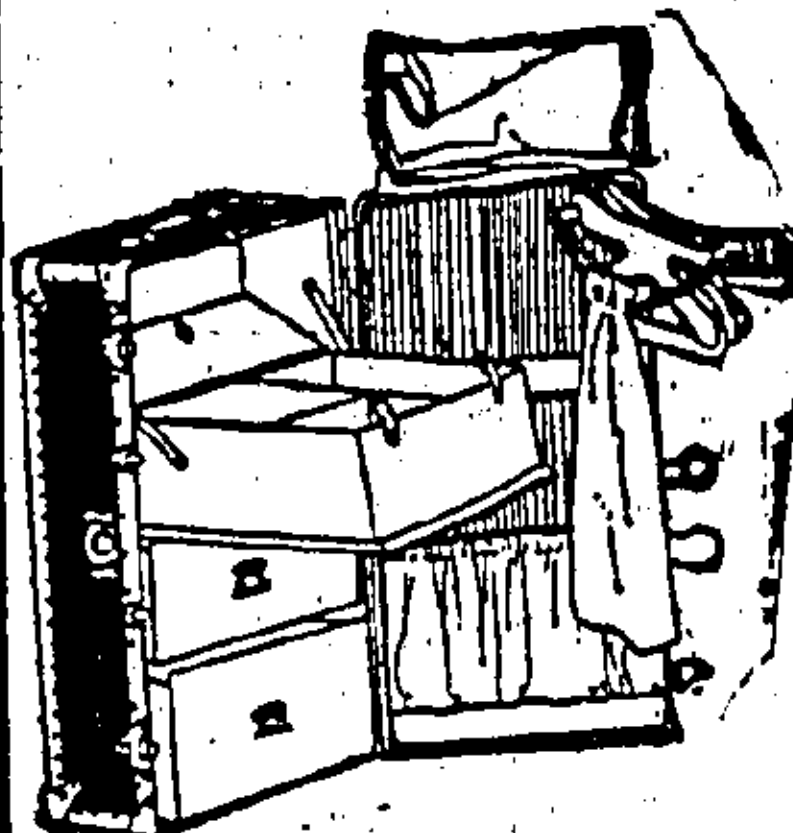
TEL. C. 135.

HONG KONG

ESTABLISHED 1888.

## TAK CHEONG

50/2, QUEEN'S ROAD CENTRAL.



The  
Neverbreak  
Wardrobe Trunks  
are the best known  
trunks in the world  
and offer the utmost value

Full Size... \$150.00  
Cabin Size... \$115.00

Also just received an entirely  
new line of Hand Wardrobes  
(a short trip requires just such  
luggage). Note below the  
Packing List:-

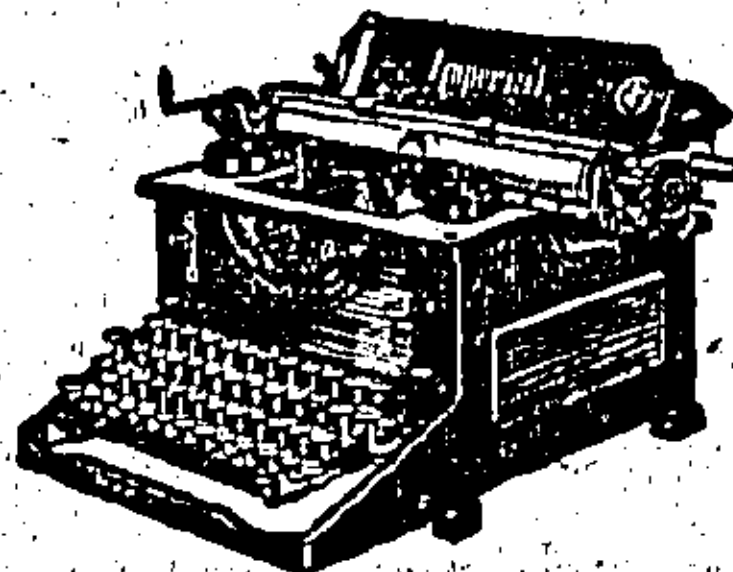
- |                      |                   |
|----------------------|-------------------|
| 4 Suits              | 6 Ties            |
| 1 Extra Pr. Trousers | 12 Collars        |
| 1 Pr. Golf Knickers  | 12 Pr. Hose       |
| 1 Pair Golf Hose     | 12 Handkerchieves |
| 1 Lounge Robe        | 2 Pr. Shoes       |
| 6 Suits Underwear    | 1 Toilet Case     |
| 3 Pr. Pyjamas        | 6 Shirts          |

Price: \$55.00.

[2211]

Telephone 1317.

## THE IMPERIAL TYPEWRITER,



THAT INTERESTED

H. M. THE KING.

Sole Agents:

T. E. GRIFFITH, LTD.

6, Queen's Road C.

Tel. C. 3517.

## RADIO

SETS &amp; ACCESSORIES

OF

LATEST PRODUCTIONS

INSPECTION CORDIALLY INVITED

THE WING ON CO., LTD.

ARTIST AT BOTTOM  
OF SEA.

35 FEET UNDER WATER.

COLOURFUL CREATURES  
PLAY AMONG CORALS.

Chicago.—With strangely colour-  
ful fish swimming to within a few  
inches of him, stopping to pose, and  
then swimming away, Leon L. Pray,  
staff artist of the Field Museum of  
Natural History, tells how he sat  
calmly on the floor of the ocean off  
the Bahamas and painted pictures  
which are to form the basis for the  
museum's newest piscatorial ex-  
hibit.

Down to the floor of the sea  
through a dark tube Mr. Pray had  
gone. Carefully, slowly, as if upon  
an unstable ladder, he had descend-  
ed. Suddenly he emerged into a  
globe of light. He had reached his  
undersea studio, 35 feet below the  
surface of the waters that cover the  
coral reefs of the Bahamas.

There, amid a scene which he  
describes as a marine fairyland, Mr.  
Pray made 60 crayon sketches of  
rare fish and eight oil paintings of  
the seascape. Soon these will be  
used by the museum as the basis for  
elaborate groups in its Hall of  
Fishes, showing the variously hued  
marine life among the corals.

## Big Lens in Iron Ball.

The deep-sea studio is the inven-  
tion of J. E. Williamson, leader of  
the Field Museum-Williamson Sub-  
marine Expedition to the Bahamas.  
It is an iron ball with a big lens,  
thick enough to hold up under the  
powerful water pressure. A flexible  
tube connects it with a barge above.  
The globular apartment is large  
enough to allow two artists to work  
at the same time and is constructed  
so that an abundance of fresh sea  
air is in constant circulation.

Time stood still, said Mr. Pray,  
when he set to work in this extra-  
ordinary studio. Hours slipped by  
as he gazed in fascination at the  
marvels of the fish kingdom, seeing  
beauties that have rarely been  
brought to the surface or, in his  
opinion, even satisfactorily photo-  
graphed, before Mr. Williamson's  
invention. Three, four hours passed,  
and he continued to sketch,  
quite forgetting that up above in  
the world of men, lunch hour had  
come and gone.

"It was so still, so peaceful," he  
said. "There was no noise except the  
murmur of conches. Yet the  
slightest sound could penetrate the  
iron globe with the utmost ease.  
The water was as invisible as air.  
As we looked through the window  
of the chamber we could watch  
thousands of living things moving  
about in beautiful rhythms, but we  
could see no water. Artists that  
depict water by wavy lines are really  
mistaken. When one is in it as  
we were, fish seem to move about  
in midair, as if suspended."

## Fish "Model" Readily.

"For a distance of 50 or 60 feet  
one could see clearly. Objects be-  
yond that space seemed to be at a  
great distance, in a pearly, blue-  
gray haze."

The artist had but little difficulty  
in getting the fish to "model" for  
him. By throwing out a little bait,  
the fish would come close to the  
window. In fact, so clear was the  
glass that some of them tried to  
swim right into the studio.

Even the sharks "posed" for the  
artist. He got a new conception of  
their beauty. The sinuous, graceful  
movement of the animals was a sur-  
prise to him. The sharks approached  
in wavy motion, accompanied by  
their pilots, the remoras who always  
swim along with the larger fish, and  
together they seemed to be dancing,  
the remoras cruising over the backs  
and under the bellies of the big fish.

Most beautiful of all were the  
angel fish, coloured like flowers.  
The artist saw a blue and yellow  
angel fish change under his gaze  
from a cobalt, edged with golden  
yellow, shading into orange, to a  
deep purple running into orange.  
Other fish changed their very  
patterns from spots to bars like a  
kaleidoscope. Again their colours  
vanished. This happened when the  
vivid creatures approached the dan-  
dles of the ocean floor. Mr. Pray  
said it was hard to believe that the  
whitish fish one saw at the bottom  
were the flashing ones of the coral  
reefs. Yet one had only to wait to  
see them regain their splendid hues.

It took Mr. Pray about a month  
of continuous work to complete his  
sketches. He came away with much  
appreciation of the deep-sea crea-  
tures who live among the corals.

INTELLECTUALS OF  
RUSSIA.LIFE UNDER THE  
SOVIET.

AN INTOLERABLE POSITION.

(By Dr. HAGBERG WRIGHT.)

In the history of the Russian  
Revolution the bitter antagonism  
shown towards the intellectual  
classes and their persecution by the  
masses has always been a puzzling  
feature. The former had done all  
they could to foster revolution and  
bring it to a head. In their  
anxiety for change they had brought  
forward unworkable schemes and  
propounded undigested theories,  
none of which was understood by  
the people. A few made attempts  
to educate the ignorant, but, partly  
owing to official opposition and  
partly to an absence of public  
opinion, they had not been able to  
carry their endeavours very far.

In Russia there were only two  
great classes, the rulers and the  
ruled—that is, on the one hand, the  
bureaucracy and the standing army,  
on the other the people.

But, in addition, there were  
several social groups—the commer-  
cial, the industrial, and the intel-  
lectual. The latter, whose repre-  
sentatives were drawn from all these  
groups, and also from the bureau-  
cracy and the army, became, as was  
natural, the leaders of the people  
in the struggle against the throne  
and the existing system, and formed  
a distinct class of professional  
revolutionists.

## Mistake of the Intelligentsia.

The great mass of the population  
was content to exist on the idea  
that the Tsar was divine. All  
civilized people live on some ideal  
based on tradition, but every such  
ideal must have some point of con-  
tact with real life. In Russia it  
was planted in an atmosphere of  
faith, which the intellectuals dis-  
turbed and partially dispersed.

In love, however, with the idea of  
abstract justice, they yearned to  
show kindness towards "the insulted  
and the injured," and were pre-  
pared to make sacrifices, but they  
did not realise that sacrifices must  
be mutual; that "the people" must  
show themselves ready to be self-  
denying if the social structure is to  
be built up anew. When the crisis  
came the necessity to make sacrifices  
was apparent, but the masses were  
not prepared to make them. Dis-  
illusioned, they turned against  
the intellectuals, who carried down  
every other group in their fall.

By upbringing, education, and  
culture, the men who now rule  
Russia are half-fledged, semi-intel-  
lectuals. Stirred by Utopian ideals,  
they tried to raise the masses from  
lethargy and to alle-  
viate the lot of the masses; but as  
soon as they got control and began  
to put their doctrine into practice,  
they floundered. Hence we see the  
intolerable position of the intel-  
lectual classes in Russia to-day. The  
earlier phases of the Revolution  
have now resolved themselves into  
a less ruthless struggle, so far as  
the purely intellectual elements are  
concerned—but still a struggle be-  
tween the two forces, one bent on  
bringing everything to one low  
level, the other aspiring upwards.  
Those who started with ideals have  
now thrown them aside, and the  
true intellectuals are submerged.

In raising the standard of life it  
is quite obvious that education and  
culture are the most important  
factors, and must be recognised as  
an essential agency in our social  
system to effect an intermingling of  
incongruous elements. Civilisation  
requires self-discipline, especially  
abandonment of that unlimited  
licence which is in times of revolu-  
tion always mistaken for liberty.  
The task of pointing this out is the  
concern of the intellectuals: if they  
fail, their lives are usually forfeit.

## Comforts Non-Existent.

An accurate survey of the position  
of intellectual life in Russia and  
among Russians abroad would give  
a clue to what seems so hard to un-  
derstand to-day. First-hand im-  
pressions gained by a visit to that  
country have a certain value, even  
if the inferences drawn are open to  
criticism.

It would be difficult to deny that  
the educated Russian, be he pro-  
fessor, doctor, author, or journalist,  
leads an unenviable existence. His  
creature comforts are non-existent.  
In Moscow, for instance, where the  
housing question is still very acute,  
a professor and his wife have usual-  
ly but one room in which to eat, to  
sleep, and to work. No privacy! It  
seems unnecessary to enlarge on  
what that means; but I am con-  
vinced that no self-respecting Eng-  
lish workman would long tolerate  
such conditions. In Moscow it is  
the general rule. Editors in chief,  
members of Soviet Committees,  
educational or otherwise, men in

positions of importance, are accord-  
ed studies of their own—a great  
 boon, especially to the older men. By  
this concession many obtain a few  
hours of moderate quiet by day, but  
the majority carry on their work  
in very unpleasant conditions.  
"One gets accustomed to every-  
thing," was the uncomplaining an-  
swer I received from one well-known  
professor. But it was wonderful  
how he managed without a private  
library, without a study table,  
amid the washing up of dishes and  
the chatter of his wife. His great  
gratitude was the system of inter-  
ference with his private life. His  
room, even, could not be closed to  
the Soviet inspector. "The Tsar's  
government," he said, "was better.  
It was only concerned with our  
public life, and we could avoid con-  
flict by strictly minding our own  
business."

## Education Must Win.

It is obvious that learning must  
suffer very considerably in such cir-  
cumstances, and yet it was appar-  
ent that there was a great deal of  
study going on over in the market-  
place round the innumerable stalls  
of the hawkers, who exposed for sale  
every imaginable kind of book. The  
libraries were crammed to overflow-  
ing with young men and women—  
intellectuals in the making.

The hampered lives of the elders,  
who are martyrs to the cause of  
science and learning, makes the con-  
flict stern and earnest, but educa-  
tion and culture are bound at last  
to win.

The Tolstoy festivals at the end  
of 1928 were an indication of the  
existence of forces unconsciously  
gathering strength. There were  
meetings and social gatherings of  
artists and of literary men akin to  
those of the olden days except that  
there was an atmosphere of uncer-  
tainty and vague suspicion that  
seemed to be lurking in the minds  
of those present and prevented them  
from giving free vent to their  
thoughts. But when, on a moment-  
ary occasion during that festival  
week, a well-known publicist "let  
himself go" and put forward the  
case for freedom of opinion and  
liberty of speech, the air seemed  
suddenly to be invaded by an intel-  
lectual current that affected all  
present.

It seems to me by no means be-  
yond the bounds of possibility that  
young and old intellectuals may  
join forces, even within the course  
of a lifetime.

WET ECZEMA ON  
CHILD'S SCALPIn Pimples. Hair Had to Be  
Cut. Cuticura Healed.

"My little girl was troubled with  
wet eczema. It broke out in pimples  
behind her ears and on her scalp,  
and caused her to scratch. The pain  
was so bad that it kept her awake  
at night. All her hair had to be cut.  
"I read an advertisement for Cuti-  
cura Soap and Ointment and sent  
for a free sample. She derived such  
wonderful results that I purchased  
another box of Cuticura Ointment  
which healed her." (Signed) Mrs.  
Mary Rice, 12, Anglesy St., Boodle,  
Liverpool, Eng.

Cuticura Soap, Ointment and Tal-  
cum are all you need for all toilet  
uses. Soap to cleanse, Ointment to  
soothe, Talcum to powder.

Sample each Soap, Ointment and Tal-  
cum free on request. Write: Cuticura  
Company, Ltd., P. O. Box 620, Marshall,  
Mass., U.S.A. Sold Throughout the World.

## The Marxian Obsession.

At the same time, the question  
of the formation of a new and in-  
dependent "intelligentsia" is dif-  
ficult to answer. The Bolsheviks  
are trying to force Russians to ac-  
cept Marxian idealism, and are  
bent on educating the rising genera-  
tion on Marxian theories alone, for-  
getting that the world has already  
advanced beyond them. Enforce-  
ment is, however, often carried to  
the extreme by the "males and im-  
beciles" who constitute the leading  
staff of the Communist Party (see  
a letter of Krassin's just publish-  
ed). Several members of the Rus-  
sian Academy of Science and pro-  
fessors of the University have been  
compelled to abandon their posts  
because they declared themselves un-  
able to explain mathematics and  
literature according to Marxian  
principles.

But no official doctrine has ever  
been able to satisfy any one genera-  
tion. In every community, the "in-  
telligentsia," generally speaking,  
stand for progress, while the un-  
educated and those who represent  
vested interests stand still. The  
balance produced between the two  
regulates the life of the com-  
munity.

## CHURCH NOTICES.

ST. JOHN'S CATHEDRAL,  
HONG KONG.  
August 11, 1929, 11th Sunday after  
Trinity.—  
Choral Eucharist at 8 a.m.  
Children's Service at 10 a.m.  
Sunday School at Peak School at  
10 a.m.  
Matins at 11 a.m.  
Preacher:—The Dean.  
Evangelism at 6 p.m.  
Preacher:—The Rev. H. V. Keef.

FIRST CHURCH OF CHRIST,  
SCIENTIST.

(Branch of The Mother Church,  
The First Church of Christ,  
Scientist, in Boston,  
Mass., U.S.A.)

MACDONNELL ROAD, BELOW BOWEN  
ROAD TRAM STATION.  
SUNDAY SERVICES, August 11, 1929, at  
11.15 a.m.—

Subject:—Scriptures.  
The Sunday School is held on Sunday  
Mornings at 10 o'clock.

Wednesday Evening Meeting at  
5.30 p.m.  
Reading Room at above address open—  
Tuesday and Friday 10 a.m. to 12 Noon.  
Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend  
the services and visit the Reading Room.

## FILL YOUR FOUNTAIN PEN

and write a Chit to  
11, Ice House Street

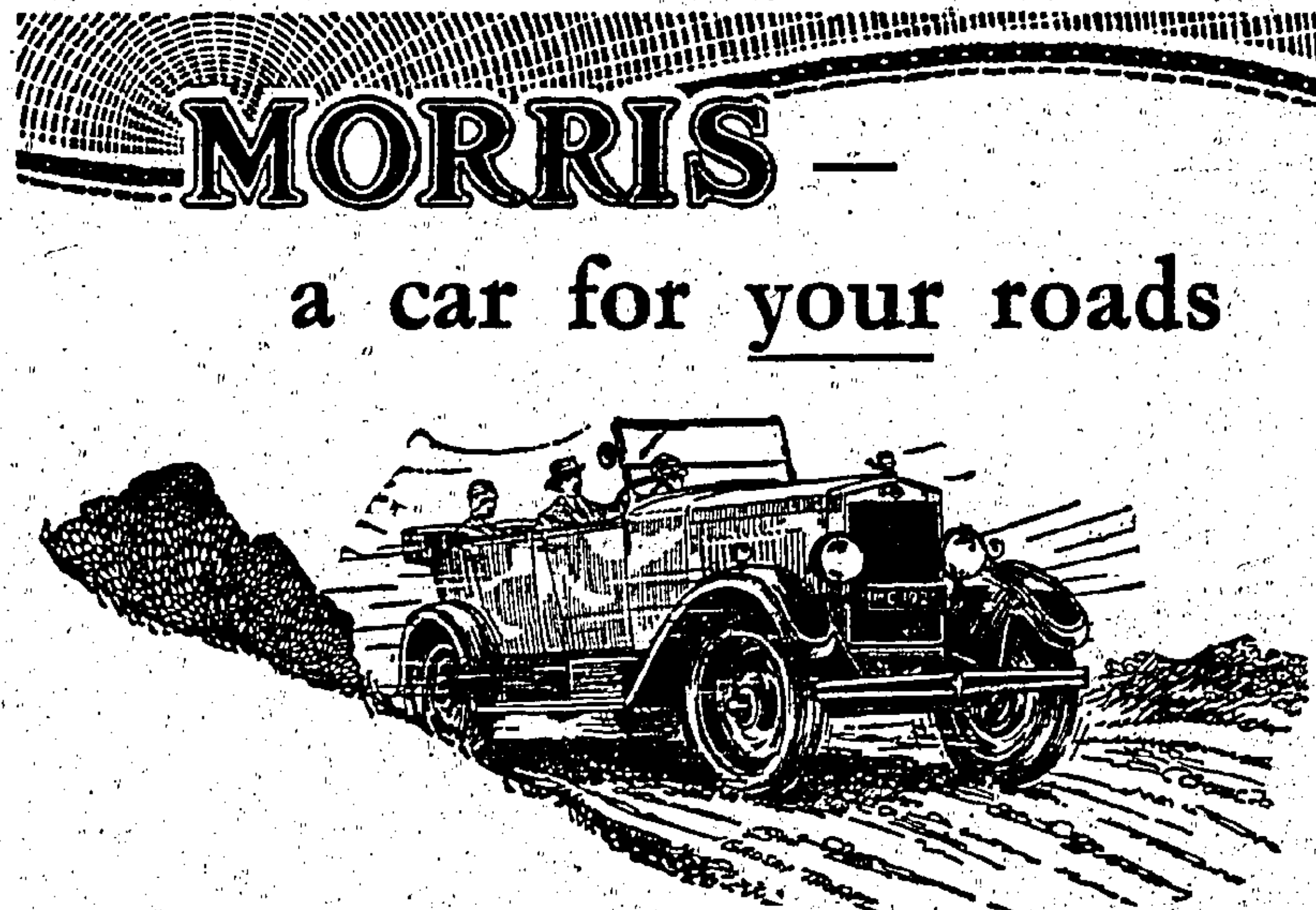
## BEFORE YOU SAIL

and order the Weekly  
Press to be sent to  
you Overseas. It costs

\$3.75 for three months.

\$7.50 for six months.

\$15.00 for a year.



MORRIS

a car for your roads

A FULL five-seater car with high clearance, 56 in. track,  
a deep springing—and built like a steel bridge! A power  
output that is smooth, certain in all conditions of climate. A  
fast mover, a hill climber. As strong as many horses and  
always reliable.

This is the higher-powered Morris-Cowley, the car that was  
designed with a foreknowledge of colonial conditions. Built  
with a care for detail—a choice of material, to ensure its  
hundred per cent. efficiency under the most arduous usage.  
It is a most successful car, this worthy product of Europe's  
greatest automobile building organisation.

MORRIS AFTER-SALES SERVICE IS WORLD-FAMED AND  
PRICES OF SPARE PARTS ARE FIXED BY THE FACTORY

ASK YOUR MORRIS DEALER

MORRIS MOTORS (1926) LTD.  
COWLEY - OXFORD - ENGLAND

THE HONG KONG HOTEL GARAGE  
(HONGKONG AND SHANGHAI HOTELS, LTD.)  
HONG KONG.



## HUMOUR: ANCIENT AND MODERN.

"They say he sold the property for a song!"  
 "Yes—at least, he got notes for it."

"Ah! You should hear my dad play 'Bach'!"  
 "Gosh! You should hear my dad play golf!"

Clara—"Do you get your alimony regularly?"  
 Marie—"No, I might just as well be living with him."

"My Lord," said the foreman of an Irish jury, when giving the verdict, "We find the man who stole the mare 'Not Guilty.'"

"Well, gentlemen of the jury, are you unanimous?"  
 "Yes, your honour. We're all alike—temporarily insane."

"Is the manager in?"  
 "Yes, but he's taking dictation!"  
 "Taking dictation?"  
 "Yes—over the telephone."

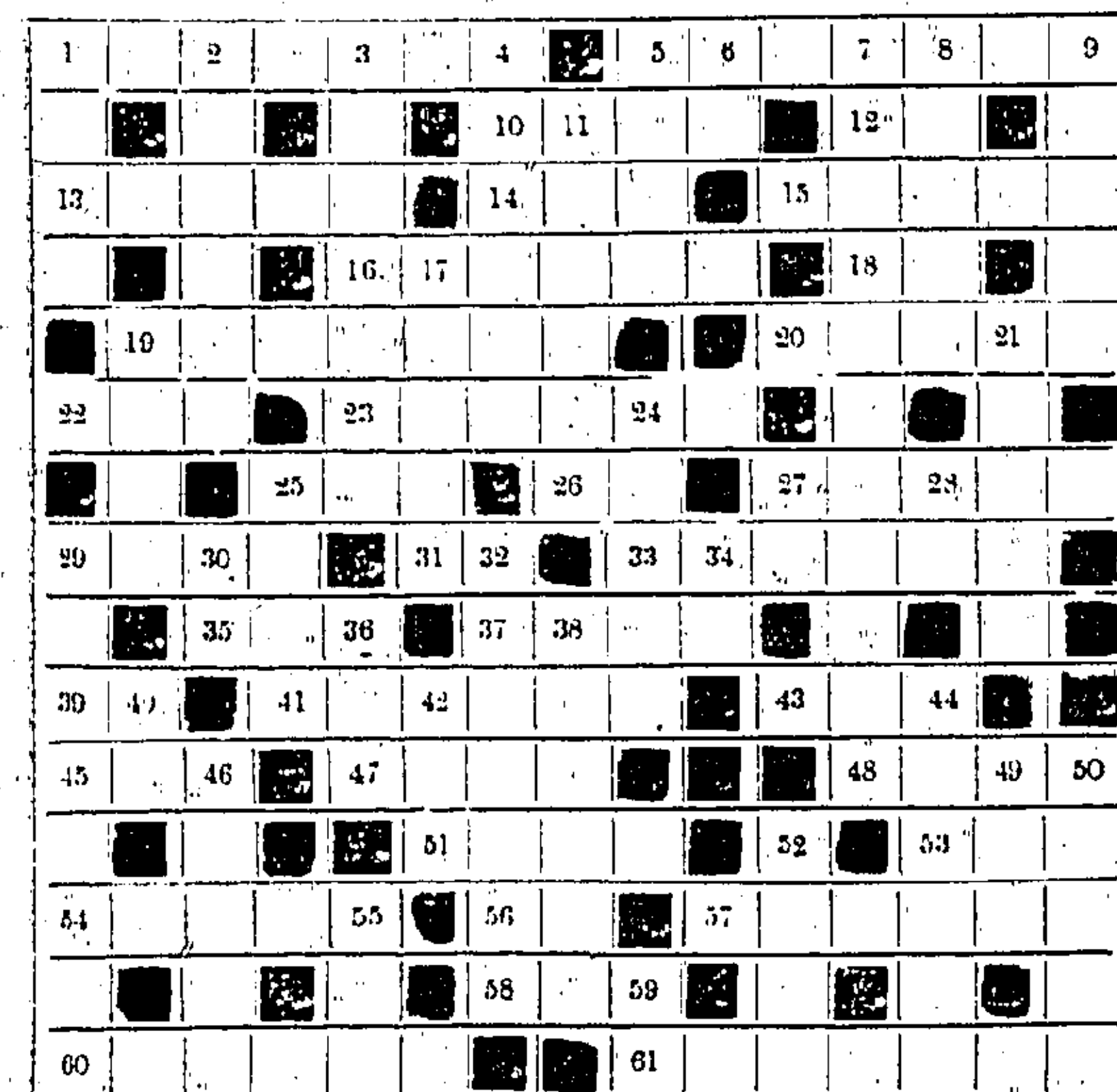
She—What a beautiful car, but how do you keep it from freezing?  
 He—Oh, I have a wonderful device for that called the muffler."

Voice from upstairs: "What time is it, Barbara?"  
 Barbara: "I don't know—Jim's watch isn't going."

Voice: "Oh, and how about Jim?"  
 "How old is your son?" asked the visitor.  
 "Well," replied the dad, "he's reached that age when the thinks the most important thing to pass isn't his examination but the car ahead."

The young man was boasting. He was, according to himself, a super-salesman.  
 "How much do you think I made last year?" he asked.  
 "About fifty per cent.," replied the bored one.  
 "Fifty per cent. of what?"  
 "Whatever you say."

## CROSSWORD PUZZLE.



## Across.

- 1.—A military boot.
- 5.—No longer made use of in public.
- 10.—This used to be called Christina.
- 12.—The Welsh mae.
- 13.—This kind of grease produces the best results.
- 14.—Might be, but isn't the singular of a famous date in Caesar's life.
- 15.—You can do this with your neck, but risk a crick.
- 16.—A canvas roof.
- 18.—A popular summer abbreviation.
- 19.—This kind of cup you drain when you ride away.
- 20.—What some queer folk dislike to do even at the seaside.
- 22.—Probably sent out some time by 17 down.
- 23.—A technical term for leaving the boat.
- 25.—With 26 and 27 across a useful piece of furniture with a French name.
- 26.—See 25 across.
- 27.—See 25 across.
- 28.—Their freedom is a burning question these days.
- 31.—This gentleman took silk.
- 33.—Sails 29 across.
- 35.—Pandora had a peculiarly valuable one.
- 37.—Nash had only one.
- 39.—An abbreviation well-known to ex-artillerymen and with 45 across a musical composition.
- 41.—Rapidly vanishing from 61 across.
- 43.—The best place at 5 p.m.
- 45.—See 30 across.
- 47.—One does this and thinks or one simply does this.
- 48.—Take these reversed to save shoe leather.
- 51.—Its plural cleans it.
- 53.—This plus fifty is a jewel.
- 54.—Poetically defined in one dictionary as "the dust of the dead."
- 56.—These two letters represent the land-lubber's starboard and port.
- 57.—A river that has lost its tea.
- 58.—29 across is the plural of this.
- 60.—Merchant ships have the red one.
- 61.—Less and less do these see 41 across.

## Down.

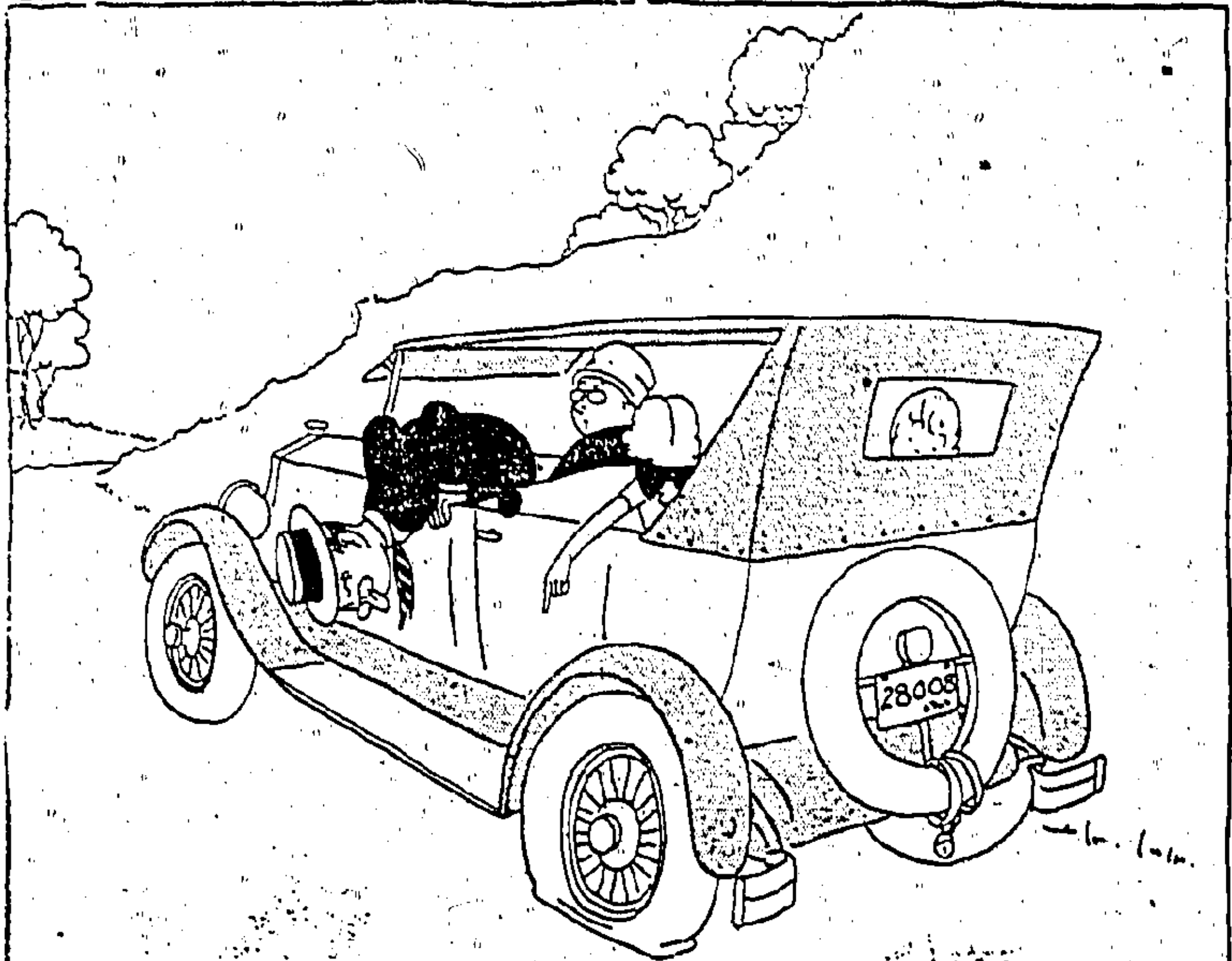
- 1.—There is one on 1 across.
- 2.—French shoes but not dainty ones.
- 3.—Your toes should not be turned thus.
- 4.—If you had five of this on each foot you might be upside down too.
- 5.—The Gaels gave this name to many a valley.
- 6.—If you add gratitude to this you will find that even then it is something that matters little.
- 7.—Sung by the gondoliers.
- 8.—A chronological and astronomical term.

## YESTERDAY'S SOLUTION.

SHIRLEY SEMINAR  
 T O G E R M S V U  
 R R O D E O I S L A M T  
 A V I D U M B L E N A I L  
 U V U S A A N N D A  
 S P E N S N I X A C O R N  
 S A T E E N N S P I C E D  
 R G E X I L E D B  
 O C C U L T O E R E B U S  
 P H A S E P O T B R E S T  
 H S O B A R A B N E  
 E T C H A R G O T S C A R  
 L A E G I S J O N A H I  
 I R R E G A N L L  
 A N O D Y N E N E P T U N E

## THE MINUTE THAT SEEMS A YEAR

By GLUYAS WILLIAMS



WHEN YOU REMEMBER THAT THE  
 KEY TO THE SPARE IS ON YOUR KEY RING  
 IN THE POCKET OF YOUR OTHER SUIT

(Copyright, 1929, by The Bell Syndicate, Inc.)

GLUYAS WILLIAMS

## SPORT AND ATHLETICS.

## STALYBRIDGE CHAMPIONSHIPS.

Several championships were decided at Stalybridge Baths, and for the first time in the history of the Stalybridge Amateur Swimming Club a half-mile race was included. For this there were four entrants—B. Addy, J. Bredbury, J. Clegg, and J. Henderson. Bredbury took the lead at the start, and maintained it throughout. He won by two lengths and ten yards from Addy, with Clegg about four yards farther behind. He becomes the holder of the Joey Nuttall half-mile world's championship perpetual medal. The 50 yards borough police championship was won by Constable Higham, with Constable Tuggle second and Constable Wood third. There was a surprise in the 100 yards ladies' club championship. Miss Alice Smith, the holder, collapsing after covering two lengths. Miss A. Heyes beat Miss E. Gill by two yards with Miss A. Harrop a bad third. The result of the 100 yards youth's club championship race was 1. J. Lawton; 2. J. H. Jackson; 3. G. Bowe; 4. H. Bentley. D. Wade, the holder, was disqualified for not touching.

## GIANTS SIGN COLLEGIAN.

Madison, Wis. (Ap.).—T. A. Thelander '29, University of Wisconsin baseball pitcher for the last three years, who was graduated last month, has signed a contract with the New York National League baseball team, it has been learned. No details of the negotiations were made known.

## EL GORDO WREST CUP FROM HURRICANES.

The smart El Gordo side won the Champion Polo Cup at Hurlingham from the Hurricanes (who have held the trophy for two years). The margin of their victory was seven goals to three, and they were entitled fully to the praise the King of Spain bestowed on them when he presented the cup to their captain. They always appeared to have the match in hand, and there were few thrills, for the Hurricanes failed to work together as a team. The Guest Cup Tournament for teams competing for the championship began with a one-sided game, the Old Romans giving Scovrick two and a half goals, start and beating them by nine goals to four and a half.

The annual contest for the Verdun Cup, at Ranelagh, where competing teams were the Allies and Great Britain, produced rather dull play, the Allies being defeated by eleven goals to seven. The Life Guards, with a start of eight goals, won the Ranelagh Novices' Cup from Stoke by ten goals to nine.

## WOOD CUP SEMI-FINALS.

Large crowds attended the semi-final matches for the Wood Cup competition in the Central Lancashire League. At Werneth, where Heywood were the visitors, the home side made 131 in two hours and 40 minutes. For Heywood Slater took five wickets for 28 runs. Against Middleton at Castleton, Castleton made 228, the top scorer being A. J. Milne (68). A. Cassley took four wickets for 44 runs.

## PUNCTURE COSTS WYLD HIS TITLE.

The 25 miles National Cycling Championship, decided at the local centre's meeting at Derby, resulted in a win for J. E. Sibbet (Manchester Wheelers), who beat P. Wyld (Derby R.C.C.) by half a wheel, with S. S. Wood (Walsall) third, a wheel away. The winner's time was 50 mins. 57.1 secs. P. Wyld, who is a brother to the Derby crack, F. H. Wyld, winner of the 25 miles event last year (and who punctured this year), also finished second in the half-mile scratch race, which was won by A. Theaker (Wellam C.C.), a former 25 miles champion, in 1 min. 42.25 secs.

Running handicaps, which were also included in the programme, were won by L. Amos (Derby W.A.C.), who had 101 yards start in the 100 yards, E. G. Bradley in the furlong, and B. W. Cooke, also of Leicester H., who finished first by inches in the mile race, in which he received 12.8 yards start.

## PRESENTATION TO MR. LYNE.

Mr. Horace Lyne, of Newport, who was "capped" six times for Wales, and has been for thirty-five years chairman of the Newport A.C. general committee, has been presented by the club with a framed photograph of himself in recognition of his services to the rugby game in the principality. Mr. Lyne is president of the Welsh Rugby Union, and has the distinction of being the senior member of the Rugby International Board.

## MAINLY FOR THE MEN.

There he would err. The style of a topi is of the first importance; the current "wear" must be closely studied. Jobs have been lost, promotions have failed to accrue, political gestures have proved fruitless because of neglect of this cardinal rule of conduct. The traveler may have succumbed at Port Said to the temptation of the plausible shopkeepers there and acquired the hat which marks his entry into tropical life. He will find it imperative to make another purchase in Bombay and unobtrusively lose the Port Said terror, unless he be a globe-trotter, an itinerant member of Parliament or a philanthropist, who can wear anything. Nor is it safe for the old *que kasi* to assume that, on revisiting his ancient haunts, he can in advance judge the type of topi which should shield his head on arrival at Ballard Pier.

The topi's fashion is as fickle as that of any top-hat. There were times when the white, almost circular and rather heavy helmet was affected by the best people. Later came one of the same shape but of khaki hue. Reaction after the War did not go so far as to abolish khaki, but it demilitarized the topi to the style known as the "Bombay bowler," and blessed by the Prince of Wales, ovalish, very light with, perhaps, the regimental colour slipped modestly in between the puggaree and the crown.

Train disasters could be averted, and much loss of life at sea prevented, if we made use of the knowledge of radio we already have, asserts William J. Brittain, science director of the *Pall Mall Magazine*.

"Every day we are sending to sea cargo-carrying ships with men to see them safely across the water," says Mr. Brittain. "And very often, the safety lies not with the men, and we have reported to us the loss of a ship and its crew. Why not send our ships by wireless? The method of distant control is well-known. I can remember once becoming excited about a phantom battleship which was moving along the Scottish coast with no man to be seen on it. Hours later I discovered that it was being manoeuvred by radio."

"Wireless train control is being investigated by a committee appointed by the Ministry of Transport, under the chairmanship of Sir John Pringle, chief inspecting officer of railways. In 1922 the Automatic Train Control Committee stressed that automatic train control was the only security against accidents resulting from the failure of engine-men, and the new committee will review the recommendation of the 1922 committee in view of developments which have taken place since. It is possible that in the future trains will be stopped and started by radio signals from distant stations. When ships, aeroplanes, and motor-cars have been sent off manless and controlled by radio, and when run-runners are using a radio-controlled motorboat to land their contraband in

Norfolk, Virginia, no more proof of the possibility of radio control is needed.

"Rigorous research should now be undertaken to perfect the details. Work has been done by private engineers in most countries, and now Governments should pursue the work well beyond the little they have done as a war measure. In my view it is criminal to go on sending men on hazardous voyages when we are within reach of being able to send freights both by sea and air without endangering the life of a single man, without threatening one woman with widowhood."

"Cool evening clothes," as the bearer calls them, differ in various places. Of universal application, perhaps, is the all-white variety with soft shirt, stiff collar and black tie, the ordinary dinner jacket suit whitewashed so to speak. But in Bombay they wear a shell jacket of white drill with black evening trousers, while Calcutta, if only to differ from Bombay, will wear occasionally the black jacket with white trousers. The black alpaca dinner jacket has been tried, but without much success; it savours too much of the regulation garb for the lawyer in the Courts in the hot weather. Enough has been said to show Savile-row and Fifth Avenue that they would find much scope for their art even in shade temperatures of 120 deg.

As for the topi—when Port Said is left behind and the prow is turned westward there is a splash and a trusty bugbear has received an ocean burial.

## A THRILLING AND FASCINATING ROMANCE OF JAVA!

John Colton,  
 author of  
 "The Shanghai  
 Gesture," and  
 co-author of  
 "Rain," has  
 given Greta Garbo  
 the most fascinating  
 story in which she  
 has ever appeared!

—Don't miss it!



**GRETA GARBO**  
**Wild Orchids**  
 with  
 LEWIS STONE  
 NILS ASTHER

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY  
 At 2.30, 5.10, 7.15 & 9.20.

## ROMANCE AND REVELRY

A lively story of love and the prize ring  
 told with startling flashes of humour  
 against a colourful Continental background!

**THE BOXER BRIDE**  
 with  
**XENIA DESNI**  
 The famous German screen star.

AT THE **WORLD** FINAL SHOWINGS TO-DAY  
 At 5.15 & 8.20 Only.  
 2.30 & 7.15 — Chinese Picture, "Remorse."

## A SPARKLING COLLEGE COMEDY!

Two popular stars in a splendid action story  
 of modern college life!

**RED LIPS**  
 with  
**MARIAN NIXON, CHARLES ROGERS**

AT THE **STAR** FINAL SHOWINGS TO-DAY  
 At 2.30, 5.30 & 9.20.

## SCENE IN A LONDON 'BUS.

## MAN CHARGED WITH WOUNDING WIFE.

A scene in a motor-bus in Bayswater Road, London, W., had a sequel at Marylebone Police Court, when James McCormick, of Sutherland Avenue, Maida Vale, was charged with wounding his wife Olga.

Occupants of the bus were startled by the screams of Mrs. McCormick, and the conductor, with the help of passengers, took her husband, who was sitting next to her, and handed him over to the police. Divisional Detective Inspector Hall said that McCormick made no reply when told that he would be charged with wounding his wife with intent to do grievous bodily harm. "I also told him that I had just wound in her neck," added the Inspector, who asked for a remand. He opposed bail, stating that a doctor's report on McCormick might be necessary.

The magistrate (Mr. Hay Halkett) remanded McCormick in custody for seven days.

## CARLISLE CATHEDRAL IMPROVEMENTS.

About £2,000 is to be spent on improving Carlisle Cathedral. The Dean and Chapter have decided to beat the Cathedral with a new hot-water system which will cost about £1,200 and will see the removal of the unsightly stoves and stove pipes. The Chapter has received a report that the Cathedral organ also needs overhauling.

## ANOTHER SPLENDID GERMAN PICTURE!

**THE DANCER OF BARCELONA**

with  
**LILY DAMITA**

and a large cast of  
 Continental Screen  
 Players

COMING TO THE

**QUEEN'S**  
 TUESDAY AND  
 WEDNESDAY



## SUMMER UNDERWEAR

AS YOU LIKE IT



Far be it from us to tell you what underwear you should wear. Perhaps you have a liking for India Gauze—open or pull-over style—you may be a wool-all-the-year-round man, you may find life unbearable in anything but Aertex. It is because we realise this so well that we keep all these kinds—and many more. Among them you are sure to find underwear as you like it.

GAUZE ... \$3.00 Each.  
AERTEX ... \$3.75 "  
B. V. D. ... \$1.75 "  
Cash Discount 10%.

**Mackintosh's**



This might be your Car and with you in it!  
Insure against Accidents

THE GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORP., LTD.

For information apply

AGENTS:

J. H. BACKHOUSE, LTD.

TEL. No. 1733.

1A, CECILIA ROAD.

## DIRECTORY

OF

## THE FAR EAST

1929

Classified List of Manufacturers  
and Merchants in Japan,  
China, Straits, Etc.

Hong Kong Daily Press Office.

## MARINE INQUIRY INTO STRANDING OF THE "LOK SUN"

SHIP SAILED WITH AN UNCERTIFICATED CHINESE DECK OFFICER.

CAPTAIN'S STORY OF THE GROUNDING.

### ABSENT WITNESSES CAUSE ADJOURNMENT.

There was a large gathering of officers of the Mercantile Marine at the Harbour Office yesterday when the Marine Court of Inquiry sat to investigate the cause of the stranding of the Lok Sun on July 14 last at Samun Islands.

The Court was composed of the following:—The Hon. Comdr. G. F. Hole, R.N. (President), Lieut. Comdr. L. G. Haddington (H.M.S. Tamara), Capt. R. Hill (Master of s.s. Phœnix), Capt. A. Hall (Master of s.s. Telemachus), and Capt. D. Lupton (Master of s.s. Kwongchow).

Mr. G. K. Hall Brutton represented the Master of the Lok Sun, Capt. H. R. Edmondson, and Mr. J. T. Prior, of Messrs. Wilkinson and Grist, represent the owners of the Lok Sun. Amongst those present in Court were Mr. T. G. Stokes, of the Marine Engineers Guild, and Mr. T. T. Laurensen, of the China Coast Officers' Guild.

**Capt. Edmondson's Story.**  
Reply to Mr. Hall Brutton, Capt. Edmondson said he held a master's certificate and was the captain of the vessel and had held that position for about three and a half months. The tonnage of the ship was 1,044 net and 1,781 gross.

A few minutes after 11 p.m. on July 13, this year, the ship left the quarantine anchorage at Stonecutters' Island on a voyage to Singapore, with about 1,000 tons of general cargo and 750 passengers.

The ship carried, in addition to himself a chief officer and a Chinese who was acting as second officer, in place of a man who was sick ashore. The substitute was not signed on.

Witness was on the bridge with the substitute officer when the vessel left Stonecutters' Island.

Capt. Edmondson stated that they proceeded past Green Island, leaving it on the starboard hand passing through the South Channel, the course being 14 degs. West true. At 11.13 p.m., the engines were going slowly. Witness steaded the ship three times and at 11.15 p.m. he rang for half speed. After another 10 minutes, he ordered full speed, which was about nine and a half knots.

Witness had made the voyage five times previously on the same ship, each time going past Green Island by the South Channel and following exactly the same course. On that course Lin Tin Island should have been cleared by three quarters of a mile. He constantly checked his course.

The weather became hazy and he lost sight of land at 11.40 p.m. The engines were kept at full speed to minimise the effect of the tide, which had a westerly set. Up to midnight the wind was S.W., force 4 to 5, and at 12.30 a.m. he thought he saw Lin Tin three points on the starboard bow. He therefore hauled the ship out to S. 5 degs. W., to give more room, and kept on that course until one o'clock in the morning.

**The Grounding.**  
At about one o'clock, witness told the Chinese substitute for the second officer to ring the telegraph for "slow," but before the man could reach the telegraph, the ship struck. Witness immediately stopped the engines and gave orders to sound all round the ship and also the holds. It was found that water was fast entering Nos. 1 and 2 holds. The water in the holds rose to 14 feet, and witness decided to leave the ship where it was, instead of trying to get her off.

Capt. Edmondson sent a wireless message to the owners of the boat, after which he broadcasted an S.O.S. and rocket signals of distress were also used. The Naval Authorities sent a message back asking for the ship's exact position, but this witness was unable to give.

Capt. Edmondson said that when he told the Chinese substitute to ring the telegraph for "slow," it was his (witness's) intention to anchor, as it was raining heavily. The pumps were started and worked for 10 minutes, but they did not make any appreciable difference to the water in the holds. Boats were lowered and everything was made ready for the passengers to leave. Later on the weather cleared and witness discovered that he was ashore on the south of Samun Island.

He wirelessed the position to the Commodore and at 6 a.m. the tug Kau Sing arrived. Later H.M.S. Somme followed by the tug Talook came to their help. At about 10.45 a.m. the Kau Sing left with 400 passengers on board, after which the tug Talook went alongside and took off the remaining passengers. No lives were lost.

Later in the day, Capt. Arthur, one of the owners, came and took charge of salvage operations. They failed to get the Lok Sun off and she was abandoned on July 23.

Mr. Hall Brutton asked witness if he could give any explanation for grounding in the place he did, and Capt. Edmondson replied he could not. He had always previously taken the same course and had always cleared. On previous voyages, however, he had been able to see something, but he could not see because of thick weather on the night of the grounding.

The wind was S.W. up to midnight, but it then changed to East.

The President: You say there was a second officer on board who had not been signed on. How did you come to permit that?

Capt. Edmondson: The man was only a substitute for the trip.

After referring to the Ordinance, the President said that an officer must have a certificate before he could be signed on at all.

Mr. Hall Brutton remarked that a Captain would not be allowed to sign on an officer unless he possessed a certificate.

Comdr. Hole: You told me you took a man with you as acting second mate and that he was not signed on. Why did you take the man out to sea without signing him on? Did you report such procedure to anyone?

Witness said he had reported it to the owners and the Shipping Master.

Asked who the Shipping Master was, witness said it was "a dark man in the Shipping Office."

The President replied that even if Capt. Edmondson had mentioned the matter to a clerk in the Shipping Office it did not excuse him from liability. Although the matter had nothing to do with the enquiry for the present, he might have to refer to it later in his capacity as Harbour Master.

The Court then adjourned for 15 minutes in order to work out the course as given in evidence.

On the Court resuming, witness said that the Chief Officer was entitled to be below from midnight till 4 a.m. On the night in question, the Chief Officer went on the bridge when the ship got under way and then saw about the anchor. He returned to the bridge at about 12.05 a.m. and stayed for five or ten minutes.

Comdr. Hole: Was the quarter-master on watch?

Witness: I don't know.

Comdr. Hole: Could he be got hold of?—I couldn't say. He is probably in Canton now.

The proceedings for the next few minutes were inaudible to the Press as the noises of passing motor-cars and what sounded like road digging operations drowned the questions and answers between bench, bar and witness.

Witness was understood to tell Mr. Brutton that the tug Kau Sing was about a quarter of a mile from the stranded Lok Sun at one time and that the passengers were transferred to the Kau Sing by boats.

An Unobserved Engineer.

The Third Engineer was next called. He said he was on duty in the engine room that night from 12 till 4 a.m.

Comdr. Hole: What happened between midnight and 1 a.m.?

Witness: Nothing happened.

At 1 a.m. did anything happen?

No. I was in the engine-room at that time, and nothing happened.

If nothing happened, why are you here?—(No reply.)

Witness, after a number of attempts on the part of the President, said that the ship struck at 1.30 a.m. by the engine-room clock. The "stop" telegraph rang at that time. He was in charge of the engine-room then.

Witness admitted that the clock from the engine room was set by the time on the bridge. That was done every day at 4 p.m. He knew that it was done that day.

(Continued on next column.)

## MAGISTRATE AND MOTORING.

CRITICISMS OUTSIDE THE COURT.

REPLY FROM BENCH.

At Central Magistracy yesterday, a protest was made from the Bench at a criticism in connection with the summons case against Mr. Andrew The for negligent driving resulting in a collision with Mr. A. S. MacKichan's car on the Repulse Bay Road. The Magistrate (Mr. E. W. Hamilton) said that it had been brought to his knowledge that people outside had made criticisms about the fact that, not being a motor driver himself, he was to try a case of negligent driving. He went on to say that judges and juries had before now tried murder, forgeries and the like without their competence being called into question on the score that they were not murderers and forgers themselves.

Mr. Lo (who appeared for Mr. The) I beg respectfully to agree with your Worship's opinion. I have no doubt that if a person applies his mind to the matter before him, he can decide such a case on facts, without expert knowledge. The only advantage that I can suggest of having a driver, Magistrate in such a case, is that one can get some sympathy on certain questions such as speed.

Mr. Hamilton remarked that the persons concerned did not have the nerve to make their criticism to his face, but he had been informed that they did so outside.

Mr. Lo: If the views had been entertained by me, I can assure your Worship that I certainly would have the nerve of saying so right across the Bench now.

**Summons Dismissed.**

Giving evidence, Mr. The explained that the vehicles were travelling in opposite directions. It was raining heavily at the time, and witness thought it advisable to change to second gear and go slow. He was on the middle of the road, and while approaching the corner he saw Mr. MacKichan's car also keeping to the middle of the road. The cars turned to their proper sides of the road, but it was not possible to avoid a collision. Witness had driven a car for five years and regarded himself as a careful driver.

Mr. Lo suggested that there were three possibilities—either that witness was at fault, secondly that Mr. MacKichan was at fault, or thirdly that it was an unavoidable accident.

His Worship pointed out that both of them may have been to blame. After considering the statements, he said that he could not reconcile the evidence with the position of the cars and he would therefore dismiss the summons.

**Second Officer Not In Court.**  
The Second Officer was not in Court, Comdr. Hole informing Mr. Brutton that it was certainly very important for the man to attend the inquiry.

Mr. Brutton said he understood that the Second Officer had not been summoned.

Comdr. Hole indicated that the man was a most important witness and they should get hold of him.

Mr. H. B. Middleton, the Chief Engineer, said he was ordered to stand by at 11.15 p.m. on July 13. The ship left at 11.30 p.m., half ahead at 11.45 and full ahead at 11.58. The "All clear" signal was given at 12.09 a.m. He was in the engine room when the ship struck. When the telegraph rang, he noticed that it was 1.30 a.m. by the engine-room clock.

In the Lok Sun, those in the engine-room could not hear eight bells when the engines were going at full speed.

In answer to Lieut. Comdr. Haddington, witness said the engines were running normally on the night of July 13-14.

Witness said he joined the vessel at the beginning of last June and had been on her since.

The question of locating the quarter-master and the Second Officer then came up. Capt. Brayfield informed the Court that he understood the former was now employed as a watchman. He promised Comdr. Hole that he would try to get hold of both the quarter-master and the Second Officer.

The Court then adjourned till 10.30 this morning in order that the evidence of the quarter-master and the Second Officer could be taken.

(Continued on next column.)

## THE GOOD OLD DAYS.

EXPERIENCES IN 1879.

TYPHOON.

To be at sea in a typhoon is never a pleasant experience, but in these days of wireless storm warnings it is usually possible for a ship to avoid running into the worst of the bad weather. Passengers nowadays are unlikely to have such an experience as described below, and reprinted from the *Hong Kong Daily Press* of 1879:—

The Mitsui Bishi Steamship Company's steamer Genkai-maru, Capt. George Conner, left Nagasaki late on the night of July 29, and had favourable weather, fresh breezes and passing clouds, until the morning of the 31, when the wind freshened from the East with a strong S.E. swell, but the sun was shining with passing clouds only occasionally.

**The Coming Storm.**

About ten o'clock in the forenoon the barometer began to fall, and the weather suddenly changed with every indication of a typhoon coming from the southward. The usual preparations were at once made by securing everything movable on deck. The vessel was heaved-to, heading N.E., but the wind was too powerful to keep in that position, and at noon a veritable typhoon was raging, surpassing in violence, during the afternoon and evening, all the storms her veteran commander had previously experienced, and this the fourth typhoon he has been in on the coast of China and Japan.

**First Flood.**

The vessel could not be kept within five points of the wind, which was now from the S.E., and one after another the three boats on the starboard side were blown away, wrenched clean from their davits, and carried further than the eye could discern in mid-air.

The skylights—two over the houses above the saloon, and one galley—were torn in a similar manner from their fastenings. One of these it required six men to move, but it was carried away by the wind, as described by an eye-witness, like a shuttlecock; while the glazed covering over the wheel-house, captain's, and officers' cabins was ripped off by one gust in a single sheet.

**Sulphuric Acid Adrift.**  
These are a few of the diversions of the wind during the afternoon, apart from the erratic motion of the vessel, which laboured and strained continually and was often on her beam-ends. Besides, there were 200 jars of sulphuric acid on deck, and about three o'clock in the afternoon the lashings around them gave way, endangering the safety of the vessel by fire as well as by water. The jars were thrown overboard as quickly as possible, a dangerous occupation for those engaged in it, and four or five of the sailors were severely burnt. But this was only as it were a foretaste of the greater perils which followed.

**Starboard Anchor Lost.**

It was feared the vessel was drifting in the direction of the shoals extending out from Shawaishan, and when in thirteen fathoms of water the starboard anchor was let go, with a view to bring her head to wind. This had no effect on her, and the anchor with 150 fathoms of chain was lost. Then, shortly after six o'clock in the evening, a large sea struck the vessel on the starboard side, carrying away the sliding shutters, bulwarks and the covering of the paddle-wheel, flooding the engine-room, putting out the fire, choking the pumps, and leaving 3½ feet of water in the fire-room.

**Terrified Chinese.**

This naturally created considerable consternation on board, but no sooner was the actual position of affairs ascertained and communicated to the passengers on board than willing hands were offered to do their best to save the vessel and their own lives. But we are told there were exceptions as regards some of the Chinese, who lost all heart, stowed themselves away below and in the saloon wherever they could hide their heads, some with life-belts round their waists and others armed with revolvers, daggers, and knives, presumably for the purpose of despatching themselves in preference to death by drowning, or to attack any person who used pressure on them to take part in the work mutually engaged in for one another's preservation.

**Passengers in the Engine-Room.**

Captain Tucker, we are told, was the man in the right place; he acted like a true Englishman, to use the words of our informant (who by the way is an American, Mr. Denny, the United States Consul at Tientsin, who had been confined in his cabin through indisposition, but left his wife and daughter in the saloon to give a hand.) The Rev. Mr. Dyer did the same; the Rev. Mr. T. P. Crawford was nobly to the fore; while Mr. F. Shorter—one of the knights of the sea now travelling

(Continued on next column.)

## MOTH AEROPLANES.

GOOD RECORD OF PERFORMANCE.

The following telegrams have been received by Messrs. Arnold & Co., Hong Kong, from the de Havilland Aircraft Co., London:—

July 8.—The result of the King's Cup Air race, which is over a distance of 1,170 miles round Great Britain, produced a wonderful demonstration of the performance and reliability of the "Moth" light aeroplanes. Though the winning machine was a 400-h.p. military Scout, the Moths secured second, third, fourth, and fifth places respectively. One Moth, with a perfectly standard 100-h.p. Gipsy engine, completed the course at an average of 118.7 miles an hour, which is easily the fastest time for such a light aircraft. Sixteen Gipsy Moths started and fourteen finished, but the retirements were not due to mechanical failure. The special trophy for private owners flying their own machines was won by Moths with second, third, fourth, fifth, and sixth places respectively.

July 12.—The sealed Gipsy engine which is now engaged in a reliability tour has already covered 44,000 miles in 500 flying hours. The tour was stopped for two weeks in order to exhibit the engine at the Aero Show, but the seals left unbroken. The tour will be continued afterwards. The engine has been running perfectly.

July 23.—Captain Broad, flying a Gipsy Moth plane, won first place at the International Aerobatic Contest meeting held at Heston Aerodrome, which was organised in connection with the Aero Exhibition. The competitors included the latest English Scouts, high-powered German Fighters, light aircraft, etc. There were about 10,000 spectators present, including many distinguished foreign visitors.

In the East—and Mr. Winter and Mr. Dick rendered valuable services, while equal praise is due to each and all of the officers of the ship. All the passengers mentioned required to the fire-room—Mr. Denny being blown down by the wind in his efforts to get there—and worked with an energy and will baling out the water with buckets. Happily their efforts were crowned with success—they saved their own lives and the ship too.

**Boats Blown Overboard.**

While these operations were going on the gale reached the zenith of its violence, the barometer at eight and nine o'clock was down to 29.98, the lowest point registered, while three other boats had been blown out of the davits on the port side of the ship, and the covering of the port paddle-wheel and the houses near it had also been smashed in. It may be mentioned, as an illustration of the strength of the wind, that one of the midship boats was cut in twain, the bow part of it still hanging to the davit; three davits were torn entirely away, and nearly all the others were bent, while one of the passengers assures us that he saw two of the boats carried by the wind over the ship, away out of view.

**The Rising Glass.**

Shortly after nine o'clock the barometer again to rise, and when the glad news to the passengers of the buckets in the fire-room was given:—"Glass up 2.0 and head up half a point," the work of baling was continued with renewed vigour, amid varied signs of thankfulness; and the danger of drifting on the spit had also considerably diminished. At midnight the barometer stood at 29.15; the wind had hauled from S.E. to S.S.W.; and by five o'clock the next morning, the water had all been baled out of the fire-room and fires were re-lighted.

**Steam Up Again.**

Steam was got up and a little after six o'clock the vessel was again under control. It was found that during the gale she had drifted 181 miles to the N.W. and N., and that she was then only in 11 fathoms of water. At 3.30 p.m. in the afternoon Shawaishan bore north, and at 7.20 p.m. she was brought to an anchor inside the Tungsha Light-ship, where she remained for the night, proceeding at 8.30 a.m. on the 2nd and arriving below the shipping at Shanghai at noon. The foreign passengers before leaving the vessel presented an address to Captain Conner and his officers.

The damage the vessel has received principally consists of the loss of six boats, three skylights, and three davits, the smashing in of the paddle box and the deck-house near them, destruction of a portion of the bulwarks, and injury to the deck furnishings generally; but the hull of the vessel, we are informed, is not strained in the least.

It may be added that Captain Conner was in the typhoon off Nagasaki in August, 1874, and experienced that at Hong Kong in September of the same year; and with the Genkai-maru encountered the gale in which the Tokyo-maru was so badly damaged last September; but he never before experienced anything like the gale of July 31 last, and to put it in his own simple words he says no one could imagine the wind would possibly blow so hard; and that he often thought the vessel could not be saved.



## CANTON AND THE FESTIVAL.

## GIRLS AND WOMEN DEFY COMMITTEE.

## "CHIEF CONSTABLE" TAKES SENSIBLE STAND.

(FROM OUR OWN CORRESPONDENT.)

CANTON, Aug. 9.

Canton has not taken at all kindly to the Government edict forbidding the celebration of the Festival of the 7th Day of the 7th Moon.

The young women are openly defying the edict and the merchants who deal in "ethereal and Elysian goods" are backing them up by not merely selling, but actually displaying the paraphernalia of the festival.

The writer took a walk through Ko Tai Street and other busy parts of Canton this morning, and saw scores of shops gaily decorated with beautiful and costly pantomime representations and other paper figures of excellent handwork. There were also miniature silver chairs, tables, vases and other things specially made for the occasion. They are bought by maidens who display them at their homes to welcome the Celestial Romeo and Juliet who will visit each one of them this Sunday and bring them good luck.

In conversation with the merchants, the writer was told that the Government edict, if obeyed, would inflict great injury. "We merely turned a deaf ear to the decree," one of them said. "Why should the Government, which is supposed to be altruistic and well meaning, deprive us of our livelihood? Moreover, the edict came too late. We have stocked everything. It will mean a huge loss to us if we are not permitted to sell our goods."

## CANTON'S "PURITANS."

The moving spirit of the attack on the festival is the Committee for the Amelioration of Customs and Manners, which is affiliated with the Government. It has determined to wipe out superstition at one stroke! It claims that the festival has its origin in astrology and must therefore be banned. Seeing that its edict was not being carried out, it sent 20 or more officers to the various shops dealing in ethereal goods. They warned the shopkeepers that it was against the Government order to sell "such stuff," but the merchants merely smiled and went on with their business. The officers of the Committee angrily appealed to the Police ordering them to arrest every one who dared to go against the order. Over fifty women, girls and recalcitrant merchants have been arrested and brought to the Central Police Station, but all were subsequently released after being reprimanded and cautioned.

The Committee is also taking steps to stop cinema and theatre which are giving performances bearing on the festival. Canton's Stigmatics declare that such shows are going on at the Roof Garden of the Sun Company and in several opera houses and that they are taking the matter up with the theatre censor.

## SENSIBLE POLICE ACTION.

Happily Mr. Au Yang Kui, the Police Commissioner in Canton, takes a thoroughly sensible view of the matter. While he agrees that there is much to be said for banning the festival, he strongly questions the advisability of trying to make a clean sweep of it at a few days' notice. In an order to his men he states that it would be too rash and cruel to stop the merchants from disposing of their goods. He has therefore instructed the Police to give protection to merchants selling this sort of goods. Under no condition is a merchant to be arrested and brought to the station. The Government edict was issued too late to be carried out except with great loss to the traders. The merchants who have been much harassed for several days by the officers of the Committee are breathing freely and blessing the name of the Police Commissioner.

A member of the Committee, in an interview with the local Press, said that a large number of officers will be out to-morrow night (Saturday), to see that no Angel Worship takes place in any of the shops or houses. Those who fail to obey will have all of their worshipping paraphernalia taken away and confiscated.

## LOCAL TRADE IN CHILDREN.

## EVIDENCE OF A GROWING EVIL.

## POLICE INVESTIGATIONS.

There is reason to believe that increased activity has been shown during the past three months in the buying and selling of children which a certain class of men and women have made quite a lucrative business. A few cases which have come before the Courts have brought to light the existence of the evil, and no time has been lost in bringing the wrongdoers to book.

The police have in their custody at present no fewer than 20 persons alleged to be dealers in children, and their cases are being closely investigated. They were arrested in different parts of the city and in places suspected of being rendezvous for negotiation. As was to be expected, the goods—some half a dozen children—were impounded at the same time.

We learn from a reliable source that the children are purchased by brokers in Chinese territory and transported to Hong Kong. The methods adopted by these middlemen appear to be simple. The picture of the future happiness of the children in wealthy households is painted in vivid colours, and as alluring offers accompany the bargain, parents burdened with children and reduced to poverty by the existing conditions in many cases take advantage of this source of relief by parting with their offspring.

A small boy will fetch something in the neighbourhood of \$250 from a person wanting to adopt a son. There is also brisk business in girls and \$80 or perhaps more is paid for a child of good appearance.

In cases which have been detected, the children are eventually handed to the Po Leung Kuk, who take steps for restoration of the children to their parents.

## DEATH OF MR. W. J. ELDRIDGE.

## OVER 20 YEARS WITH TAIKOO DOCKYARD CO.

News has been received of the death, in England, of Mr. W. J. Eldridge, who was for many years head storekeeper at Taikoo Dockyard. The large circle of friends whom Mr. Eldridge left behind him in the Colony, when he went home on retirement a few months ago, will learn the news with deep regret and much sympathy will be felt for Mrs. Eldridge and her two sons in their unexpected bereavement.

Mr. Eldridge was in very good health when he left for home and a keen member of the Taikoo Rifle Club. He was an excellent shot and was well-known as a lawn bowls player. He was for some years a member of the general committee of St. George's Society. Aged about 47 years, he had served with the Taikoo Dockyard and Engineering Company for about 20 years, practically ever since the Docks were started.

## REDS GAIN GROUND IN FUKIEN.

## TROUBLE AMONG PROVIN- CIAL TROOPS.

The Fukien Provincial Government is not making very good progress with their campaign against the Reds under Chu Tak and Mo Chak Tung. Some of the Fukien troops, under General Chen Kuo Hui are said to have mutinied and are negotiating with Mo Chak Tung and Pang Chak's "Red" forces in Hunan to form the "Third Red Army."

The Canton Government takes a serious view of the report and has warned its senior officer in Northern Kwangtung, Yu Hon Mou, that he may at any time be attacked by a big rebel force. They have also telegraphed to Chang Ching, the Fukien military leader, urging him to take a strong hand in settling differences among his subordinates and to put more vigour into his campaign against the Reds.

## GENERAL CHEN MING SHU VISITING NANKING.

According to the vernacular Press, General Chen Ming Shu, Chairman of the Kwangtung Provincial Government, is expected in this Colony from Canton to-day or to-morrow on his way to Nanking. The Canton naval authorities have been instructed to convey General Chen in a gunboat to Hong Kong. General Tang Yin Wah who has returned to Canton from Hong Kong lately will accompany the chairman to Nanking.

## "MAIDENS' DAY."

## LEGEND OF THE HEAVENLY LOVERS.

## TO-MORROW'S CELEBRATION.

To-morrow is a red letter day in the Chinese calendar, as it is the seventh day of the seventh moon, or "Maidens' Day." According to news from Canton, the celebration of this festival there has been strongly forbidden, as it is felt that the custom of angel worship and belief in superstition is unworthy of Young China. Maidens in Hong Kong, however, are more fortunate in being allowed to observe the day, if they wish to, with its time honoured ceremonies.

A brisk trade has been done during the past few days in the Chinese shops, and joss paper houses which provide the multi-coloured and pretty little paper dolls for honouring the young girls' patron, Tsai Cheh. A pictorial reproduction of the legend with a profusion of floral decoration is sold at the shops, while the roof gardens will also display it faithfully reproduced on paper. The shops in the Chinese quarters yesterday were extremely busy catering for the young folk. A walk round them to-day will prove interesting to those unacquainted with the ancient customs in China which are now dying out year by year.

## THE LEGEND OF THE LOVERS.

The following is the legend of the festival:—

Tsai Cheh was the seventh daughter of Tien Wong, the heavenly king. She was very pretty and industrious, and, according to Chinese astronomy, she formed one of the twenty-eight most brilliant stars being in fact the brightest of them all. Next in splendour is the Cow Star. This heavenly cow is not unlike the earthly ones, for she is attended by a cow-herd, in the form of a smaller star.

Tsai Cheh, in all her splendour, attracted the humble cow-herd, who fell deeply in love with her. The love was reciprocated for the cow-herd was a dashing Adonis, and Tsai Cheh found it very hard to maintain a correct hauteur when the poor but delightful cow-herd courted her. This love affair went on for some time, quite unknown to Tien Wong, father of Tsai Cheh.

Realizing that there was no hope of gaining the consent of the heavenly king, Tien Wong, her father, Tsai Cheh eloped with the young cow-herd. The old man foamed and howled when the news of his daughter's escape was made known to him. After some time, however, his paternal feelings predominated and he pardoned the youthful couple.

The legend should have ended there, with the young lovers happy and loving each other ever afterwards, but Tsai Cheh was unlucky enough to bring down her father's wrath upon herself once more. She was a very industrious girl before her marriage, but conjugal bliss seemed to have made her lazy. She neglected her weaving and spinning when she should have worked all the harder at the loom now that she had become the wife of a poor cow-herd.

Tien Wong, her father, was very angry with her and as a punishment, banished her to the other side of the Silvery River. She was only permitted to visit her husband once a year on the seventh day of the seventh moon. On this day, the heavenly king, Tien Wong, ordered all the ravens from the four corners of the world to form a bridge across the Silvery River for Tsai Cheh to cross for her brief reunion with her husband.

Since this legend was given to the world by a Chinese astronomer who lived in the Tang Dynasty, all Chinese maidens have adopted Tsai Cheh as their patron goddess. On this day, they will pray to her and offer sacrifices in the shape of rice, fruits and wine to appease the wrath of Tien Wong against his daughter. They also pray that their married life may not be so tragic as that of the poor little goddess.

## SIBERIAN MAIL.

## SAFE ARRIVAL IN LONDON.

It is notified by the Postmaster-General for general information that all Siberian mails from Hong Kong up to and including that forwarded on July 5 (a.s. "Khyber") have been received at London. Steps are being taken to trace Siberian mails forwarded subsequently to that date and before the diversion by Suez already notified.

## A CASE OF ANIMAL RABIES.

After a long period of immunity in the Colony a case of animal rabies—a dog—appears in the report of the Medical Officer of Health for Thursday.

## THE WATER SUPPLY.

## DETAILS OF AUGUST 1 POSITION.

## CONSUMPTION LAST MONTH.

The water return for the month of July, dated August 1, makes very much pleasanter reading than that of a month ago. The total storage for the Island is 1,040 million gallons as against 168 m.g. on July 1 and 1,811 m.g. on August 1, 1928.

Consumption for the month was 124 m.g. or 8.2 gallons per head compared with 115 m.g. in June or 8.8 gallons per head.

In Kowloon the storage is now 423 m.g. compared with 111 m.g. at the end of June and 491 m.g. this time a year ago. In July last year consumption was 117 m.g. or 8.9 gallons per head.

The details of the P.W.D. report are as follow:—

## CITY AND HILL DISTRICT WATER WORKS.

Tytam: 35' 7" below overflow in 1928; level with overflow this year.  
Tytam Byewash: 19' 8" below overflow in 1928; level with overflow this year.  
Tytam Intermediate: Level with overflow in 1928; 7' 10" below overflow this year.  
Tytam Tuk: 1' 0" below overflow in 1928; 8' 8" below overflow this year.  
Wong Nei Chung: 26' 9" below overflow in 1928; 6' 5" below overflow this year.  
Pokfulam: 27' 9" below overflow in 1928; level with overflow this year.

## Storage in Millions and Decimals of Gallons.

	1928.	1929.
Tytam	302.95	384.80
Tytam Byewash	2.83	22.37
Tytam Intermediate	193.90	154.42
Tytam Tuk	1,393.00	383.00
Wong Nei Chung	5.72	29.51
Pokfulam	11.03	66.00

Total ..... 1,811.48 1,040.40

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July.

	1928.	1929.
Consumption	311.06	124.19
Estimated population	423,950	434,230
Consumption per head per day	9.1	9.2

\* Includes 9.7 m.g. from Taikoo, 13.23 m.g. from Kowloon, 7.42 m.g. from Tsim Wan, and 10.09 m.g. from steamers, etc.

Full supply in all Rider Main Districts during July 1928 from 1st to 11th. Interim supply in all Rider Main Districts West of Eastern Street only from 12th to 14th, and intermittent supply in all Rider Main Districts West of Garden Road from 15th to 31st July.

## Supply by Street Fountains Only During the Whole Month.

July 1928.—On the 1st the hours of supply were 5 to 8 a.m. and 6 to 8 p.m. (Peak District 4 hours daily).

From 2nd to 22nd inclusive the hours of supply were 6 to 8 a.m. and 6 to 8 p.m. (Peak District 3 hours daily).

From 23rd to 31st inclusive the hours of supply in the City and High Level Districts were 6 a.m. to 6 p.m.

Tank supplies were suspended on July 30.

## KOWLOON WATER WORKS.

Kowloon Reservoir: 2' 10" below overflow in 1928; 0' 11" below overflow this year.

Shek Lap Tai Reservoir: 0' 2" below overflow in 1928; 20' 5" below overflow this year.

Reception Reservoir: 4' 2" below overflow in 1928; level with overflow this year.

## Storage in Millions and Decimals of Gallons.

	1928.	1929.
Kowloon Reservoir	323.49	342.97
Shek Lap Tai Reservoir	115.42	46.45
Reception Reservoir	22.57	33.15

Total ..... 461.55 422.57

Consumption of water in Kowloon in millions and decimals of gallons during the month of July.

	1928.	1929.
Consumption	117.97	92.59
Estimated population	106,120	171,160
Consumption per head per day	22.9	17.5

\* Does not include water sent to Hong Kong but includes 0.49 m.g. from Tsim Wan.

Constant supply in all districts during July 1928.

July 1929.—From 1st to 16th inclusive the daily supply in all districts were 8 a.m. to 6 p.m., and from 17th to 31st inclusive a constant supply was operated in all districts.

The Government Analyst's reports show that the quality of the water is satisfactory.

The total rainfall to July 31, 1928, 33.06 inches; 1929, 37.08 in.

## ROUND THE COURTS.

## HOIHOW MAN PUZZLES THE INTERPRETERS.

## A DIALECT DIFFICULTY.

Difficulties in interpretation, which the Central Magistrate recently surmised would arise in the case, were experienced when the three men alleged to be concerned in "Red Thursday" demonstrations appeared after their week's remand yesterday before Mr. E. W. Hamilton.

It was necessary to put the case over for a further period, and the Hakka and Panti defendants had the Court's order successfully interpreted to them in their respective dialects. The Hoihow man, however, proved a stumbling block for the interpreters. The other two defendants also tried to get him to understand, but with no tangible result.

The difficulty was got over by the Court interpreter writing the order on a piece of paper and handing it to the Hoihow man. A smile of understanding passed across the man's face much to the relief of the Court.

## KIDNAPPER AND BAIL.

A Chinese was brought up on a charge of kidnapping a five-year-old boy and enticing a woman from her husband in the country. In denying the kidnapping charge, accused said that the woman followed him of her own accord.

The question of bail arose when Inspector Shannon asked for a remand. He said that if bail was allowed, it would have to be substantial, as the defendant was alleged to have kidnapped three children; one was sold in Canton, one in Hong Kong, and the boy in Court was the third.

Following this information, His Worship refused bail.

## WANT YOUR HAIR CUT?

Charged in connection with the possession of seditious literature, a Chinese whose hair presented an unkempt appearance caught the eye of the Magistrate.

His Worship asked the interpreter to enquire whether the prisoner was in need of a hair-cut. Surprised at the question, the man politely refused the offer. He was then remanded for one week.

## POSSESSION OF LOTTERY TICKETS.

When a husband and wife was charged before Mr. T. S. Whyte-Smith at Kowloon Magistrate's Court with possession of lottery tickets at their house in Kowloon City, the husband pleaded guilty, but the wife denied the charge.

Inspector Stimson said that the police searched the house and found the tickets. While the search was going on, the wife carefully turned her back on the searchers and was seen to wriggle and several tickets fell from her jacket.

Inspector Stimson handed His Worship one of the defendants' books on the cover of which was written in English—"Kindly pay better." His Worship remarked that he thought there may have been a European in the dealings. The husband who had had two previous convictions was fined \$100 or two months, while the wife was fined \$25 or 14 days.

## AN EMPTY HOUSE ROBBER.

A Chinese who was caught in the act of removing electrical fittings from an unoccupied house at 187, Woosung Street, was sentenced to three months' hard labour.

Defendant had had two previous convictions, in 1927 and 1928 respectively.

## BACK AGAIN TO THE OLD HABIT.

After being out of jail for a day, a Chinese was arrested for theft of two eggs. His Worship remarked that defendant was evidently a bad character and sent him back to prison for six weeks' hard labour.

## HIS FIRST OFFENCE.

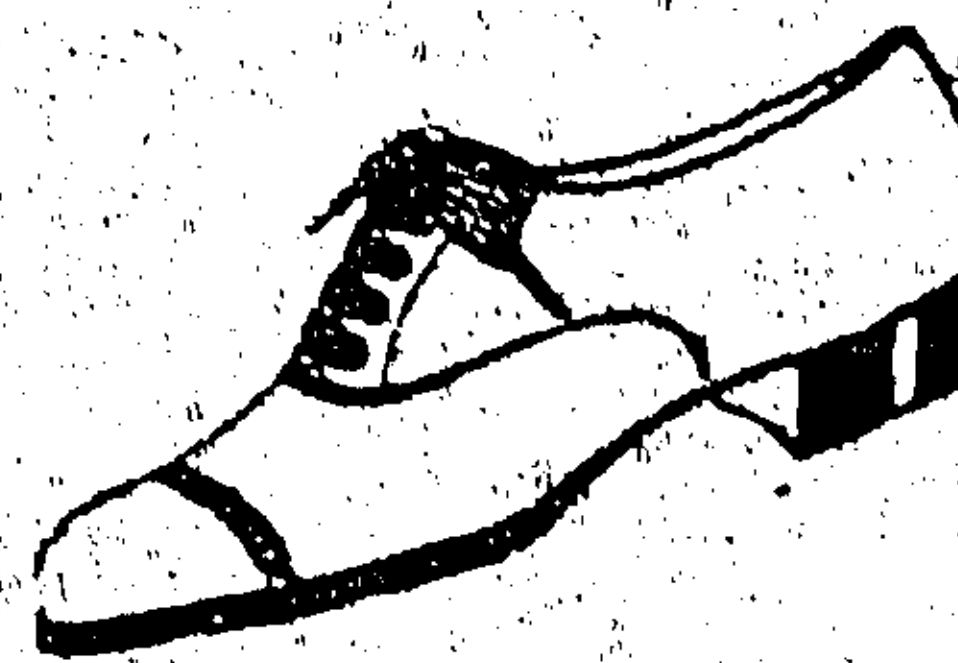
A ricksha puller who was before Mr. Whyte-Smith for failing to produce his licence pleaded guilty that he had left it at home and forgotten it.

His Worship: How long have you been a ricksha coolie?—One year, and this is my first offence.

His Worship: You are lucky, cautioned.

\$13.05

—that's all you have to pay for shoe comfort, good appearance, and satisfaction.



Powell's Shoes are made with meticulous care, of the finest materials conforming to the footwear demands of the busy man whose shoes must be correct and comfortable every hour of the day.

## THREE SHOES OF QUALITY

"FITWELL" Price \$14.50 Less 10% discount for Cash \$13.05  
"KELTIC" .. \$18.50 .. " .. \$17.55  
"BECTIVE" .. \$23.50 .. " .. \$20.15

Stocked in all the desired leathers, styles and sizes, at their respective prices offer the utmost value obtainable.

"FITWELL" SHOES at \$14.50 per pair are made with plenty of room for toes—in Black and Brown Calf Leathers.

"KELTIC" SHOES at \$18.50 per pair are made from Superior Scotch Leathers. Made one less fitting round the ankle than the fore part, gives a very snug fit.

"BECTIVE" Shoes are England's Finest Footwear and made for the man of discerning taste.

"BECTIVE" Shoes we stock in Black and Brown Calf; also Patent Leather suitable for all occasions.

Sole Agents:  
**Wm. POWELL, Ltd.**  
10, Ice House Street.

**The Viva-tonal Columbia**

POPULAR TABLE GRAND

BRITISH MADE DOUBLE SPRING MOTOR NEW COLUMBIA PIANO-REFLEX TONE ARM

NEW COLUMBIA No. 9 SOUND BOX IN OAK ... \$110 — IN MAGHONY ... \$125 Less 10% Discount for Cash.

**The Anderson Music Co., Ltd.**

**YOUR DRIVE WILL**

have greater power and accuracy if you use the right club.

We have just received fresh stocks of the following Woods:—

**WALTER HAGEN JACK WHITE & RANGE FINDER.**

**JACK WHITE'S MATCHED SETS**

3 WOODS ..... \$50  
6 IRONS—RUSTLESS...\$75

Sports Department

**LANE, CRAWFORD, LTD.**



## INTIMATIONS.

## NOTICE.

THE Interest and Responsibility of Messrs. CHOW KEE and SO SUI, formerly Partners in the Firm of CHUNG LEE & CO., carrying on Business as BUILDING CONTRACTORS at No. 115, WANCHAI ROAD, ceased on the 29th July, 1929.

CHUNG LEE & CO.,  
LAI SHUI KAI.

## NOTICE.

WE beg to Notify the Public that we have received the following Telegrams from Messrs. CARY & DANIEL, Agents for GUARDAS KAJORA COAL CO., Calcutta:

"Please publish in Papers that Guardas Kajora Colliery working satisfactorily and output increasing."

"We have Cancelled N. MODY & Co.'s Agency for Guardas Kajora and Damaguria Coal Companies."

"We appoint your Firm (PATELL & GHADIALI) as our SOLE AGENTS for Guardas Kajora Coal for Hong Kong and China—Ward."

PATELL & GHADIALI,  
Sole Agents for  
GUARDAS KAJORA COAL CO.,  
Hong Kong, August 7th, 1929.

HONG KONG TRAMWAYS,  
LIMITED.

A N INTERIM DIVIDEND of Fifty Cents Per Share has been declared Payable on TUESDAY, 17th AUGUST 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from TUESDAY, 13th AUGUST to MONDAY, 26th AUGUST, 1929, Both Days inclusive.

By Order of the Board,  
W. F. SIMMONS,  
Secretary,  
Hong Kong, 6th Aug. 1929. [8203]

KWANG TUNG ELECTRIC  
SUPPLY CO., LTD.

CANTON, CHINA.

TENDERS.

THE above Company is open to receive TENDERS up to SEPT. EMBER 15th, 1929 for a Diesel Electric Station.

Specifications can be obtained by applying to the Company's ENGINEERING DEPARTMENT. [8201]

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 12th DAY of AUGUST, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shek Shan, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Kowloon Island Lot No. 2207	Adjoining Kowloon Island Lot No. 1692, Obanham Road.	As per sale plan.	About 1.054	10	1,630

[8206]

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 12th DAY of AUGUST, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Kowloon Island Lot No. 2208	Adjoining Kowloon Island Lot No. 1692, Obanham Road.	As per sale plan.	About 1.054	10	1,630

[8207]

WATSON'S  
PRICKLY HEAT  
LOTION

50 cts. & \$1.00

Per Bot.

THE  
SOVEREIGN  
REMEDY

A. S. WATSON & Co.,  
LIMITED.

HONG KONG, KOWLOON,  
CANTON.

ESTABLISHED 1841.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m., stated:—

Pressure is highest over S. Japan and a depression remains to the North of Hokkaido. The typhoon is situated in the Eastern part of the Bashi Channel to the North-east of Baco, it is stationary or moving slowly north-westwards.

Local Forecast:—N.W. winds, fresh, fine to cloudy.

Manila, Aug. 9, 10 a.m., typhoon in about 123 deg. Long. E. and 12 deg. Lat. N. moving N.W.

Manila, August 9, 9.55 p.m.—A typhoon is reported in about 123 deg. Long. E. and 21 deg. Lat. N., almost stationary.

## ACKNOWLEDGMENT.

Mrs. LAI Ix To, and family, wish to thank friends and relatives for their kind condolences, attendance at the funeral and wreaths. [8212]

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4311.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

## The Daily Press.

HONG KONG, AUGUST 10, 1929.

## DO EXAMINATIONS PROVE ANYTHING?

That the capabilities of boys should not be judged on the results of "leaving examinations" was the contention of Mr. W. H. ROBINSON, of Sheffield, ex-President of the West Yorks County Association of the National Union of Teachers at a conference of the Association at Leeds recently. Mr. ROBINSON put before the conference a resolution that:—

The value attached to the proposed leaving certificate by the Consultative Committee would lead to the assumption that the results of education can be best measured in material success, and the greatest need is to instill into the minds, not only of the adolescent population, but also of the parents and of the public generally, the idea that real education is a thing of the spirit, a process continued through life and not merely the successful passing of examinations.

There are many lads and young men in this Colony who will endorse most heartily the sentiments quoted. The season for the half-yearly examinations in Hong Kong schools has just passed, and the summer vacation comes as a welcome respite after strenuous days and nights spent in preparing for the ordeal. Those who come through with success—will have little to complain about, but those who fall by the wayside will feel that the examination system proves nothing—and to some extent they will be right. But in either case they will have to prepare themselves for another and more serious trial at the end of the year.

In England there is constant criticism both with regard to the pumber and method of examinations. A teacher who during a career of thirty years has prepared more than three thousand candidates for matriculation has said that of all examinations these seem to be the very worst. The most amazing results are produced. People who are slapdash—though possibly mentally alert—and with unbounded confidence in themselves, get through, while really hard-working fellows with less self-confidence but more real knowledge, fail. One of the special difficulties is that failure in one particular branch—such as English and mathematics—definitely ploughs a candidate, and some lads, though excellent in most subjects, are lamentably deficient in mathematics, and have been ploughed four or five times! The trouble in matriculation examinations is that many boys can do ordinary "dogmatic" mathematics quite well. They know their propositions, they can solve simultaneous and quadratic equations and do progressions, but, lacking a mathematical mind, cannot

do a single rider or solve a single problem. The way out of this, difficulty would seem to be simply to set sufficient questions in "dogmatic" mathematics to test whether the candidate is sound in the elements, leaving riders and problems out of the paper.

One of the reforms in examination methods which is being strongly and constantly advocated in England is that examiners should hold oral as well as written tests. If it is desired to discover what a boy really knows, it is absurd to suppose an examiner can ascertain that information simply by looking at the written work of the candidate.

An oral test, in addition to a written one, is considered imperative, and especially is this the case with modern languages. In most Oxford examinations, and in those for the higher posts in the Civil Service, the practice of oral and written tests is observed, and those who can speak with knowledge and authority on the results of this dual method would never dream of reverting to the system of the written examination. Personality should be taken into consideration in all examinations, but this is only possible when an oral test brings examiner and candidate into direct personal contact. It may be taken as certain that many lads who fail to pass a written examination would, if also questioned orally, succeed in getting the minimum number of marks to constitute a pass. Not every youth has what is known as "the examination mind." He may be competent in all other respects—may have been one of the leaders in schools—but fail miserably to give a good account of himself when confronted with an appalling paper of questions. A subsequent opportunity to answer oral questions would quickly reveal to the examiner whether the youth was really stupid, or merely lacking in "the examination mind."

There is one reflection with which the unsuccessful candidate can console himself. Many ultimately brilliant men have been unduly slow in mental development. Sir Walter Scott's headmaster said he had the thickest head in the school. HUME's mother thought her son weak-minded. CHATEAUBRON was returned to his mother by the schoolmaster as a confirmed dullard. SHILLY's masters at Eton failed to discover any signs of genius in him. BYRON took no high honours, and Dr. JOHNSON was so lazy at school that he received many thrashings from his masters, but no praise.

LORD BIRKENHEAD, who was described by his chief political opponent as having the best all-round brain in England, was classed among the "half-wits" who cumber the way of their more gifted fellows when their attainments were examined for entrance to Harrow. He had in his company on that occasion two boys who became most brilliant scholars. WELLINGTON's attainments were such that he was regarded by his family as being only fitted for the Army. DEAN SWIFT, the most acute controversialist of his age, was ploughed in his final university examination in logic. It is interesting to note that Lord BIRKENHEAD recently made a reference to the ordeal of examination in a speech at a prize-giving in London. "I shall never forget," he said, "how, after ten or fifteen years of barbarous treatment, I made up my mind that never in the world would anyone again compel me to confront the examiners. At the present time I hesitate to say if there is a single subject in the world in which I could successfully pass an examination. The conclusion I have come to is that examiners always ask in each paper all that they themselves know. That seems to me a very unfair method. A well-instructed examinee may know quite a lot of things that the examiner does not. But the problem remaining to be solved is—how is the fact to be proved without examination?"

Three cases of typhoid, one British, and two Chinese, were reported on Thursday.

The Kowloon Fire Brigade were called out yesterday evening at 7.20 p.m. One appliance was sent to Tung On Street, Yau-mai, but it proved to be a false alarm.

## News and Views.

Three cases of typhoid, one British, and two Chinese, were reported on Thursday.

A meeting of the Hong Kong F.A. Council will be held in the Association's offices, 4th floor, French Bank Building, at 5.30 p.m. next Tuesday (August 13).

It is reported that Miss Anna May Wong, the well-known Chinese cinema actress, is among the passengers on board the Graf Zeppelin on her round the world trip.

The total output of the Kailan Mining Administration's mines for the week ending July 27 amounted to 98,608 tons, and the sales during the period to 68,697 tons.

The Hon. Treasurer of the St. John Ambulance Brigade acknowledges the receipt of the following subscription to the funds of the Brigade:—W. L. Pattenden, Esq., \$20.

The Board of the Admiralty in London has presented a portrait of Admiral Sir Archibald Douglas to Captain Prince Shimazu, Naval Attache at the Japanese Embassy in London. It is destined for the Imperial Naval College at Etajima.

Nicholas II, the last Tsar of Russia, was dreaming of finding a retreat in England during the anxious and fateful weeks preceding his transfer from Petrograd to Tobolsk. The Academy of Science at Leningrad has just come into possession of a packet of letters, recently discovered, written during this period by the Tsar and Tsarina. According to Press accounts they both discuss in detail the hope of finding a safe haven in England.

The Sheffield Chamber of Commerce has decided to place outside railway stations an extraordinary device by which travellers arriving in the city can find their way to the premises of any firm. It is the first of its kind in England. The traveller will make his way to a large map, find the name of the firm which he wishes to visit, press a button, and a section of the map will light up showing the route, together with the tram-car or bus's starting point. The map is to be enclosed in a stainless-steel frame, and there will be a series of buttons for the different districts and firms.

## Japan's Desperate Flappers.

Flappers asking the surgical department of the Aichi Medical University to remove surplus flesh from their legs, are said to average two to three a day of late. One such operation served as incentive for a great many damsels with unshapely legs, to crave for similar operations. The osteopathic department, which primarily specializes in straightening bones, now receives considerable correspondence from young women desiring thinner legs, asking the fees charged for such operations. Concerning this Dr. Nagura, a charge of the department, remarks: "We are compelled to perform such operations, for in all cases, the clients insist on being operated on, swearing it is the desire of their life. I need scarcely add that tendencies like these are far from desirable, any way you look at them." The young woman originally operated upon, is said to be doing well since leaving the hospital. She is said to have improved her legs to a point where a European dress looks well on her, much to her satisfaction.

## The Merry Mauretania.

The twenty-year-old Cunard liner which last year established a record for the westward trans-Atlantic passage lost no time in answering the German challenge. The Mauretania, propelled by her 75,000 horses, has made a gallant attempt to beat the Bremen's recent wonderful performance, but was hampered by bad weather. She crossed from Cherbourg to New York in 4 days, 21 hours, 44 minutes—4 hours, 30 minutes better than the time she made in September last year, and only 2 hours, 42 minutes behind the record recently set up by the new Norddeutscher Lloyd motor-ship. For a vessel twenty years old the Mauretania has put up a wonderful performance, and until we know how bad the weather met with reality, it will not be possible accurately to judge how the veteran's time compares with her speedy young rival. Strong head winds and a lumpy sea during a five day trip soon account for a couple of hours of lost time, but even had the weather conditions been ideal, the Mauretania's effort must be regarded as a remarkable one. She is probably the oldest of the ships entitled to be regarded as the fastest in the world, and her engine-room staff must have worked like Trojans to keep her going at such a pace. Though defeated in their effort, they are not disgraced, but have accomplished a feat which compels the heartiest congratulation.

An American sailor in one of the destroyers attached to the 45th Division committed suicide by leaping into Yokohama harbour, says the Japan Advertiser, and another sailor died from heart disease, according to the harbour police. The man who ended his life, according to the report, was named O'Toole, was a native of Pennsylvania, and was 40 years old. He tied a heavy iron wrench round his neck and leaped from the destroyer No. 4. The motive for his act has not been ascertained. The sailor who died from heart disease was named West and his age was given as 27. He donned a diver's helmet and went below the surface of the harbour in search of O'Toole's body. After a short time he failed to respond to signals and was hauled to the surface, unconscious. He died shortly afterward. O'Toole's body has not been recovered.

## Hints to Spectators.

Will other organisers of big sporting events follow the Wimbledon authorities' lead in printing "Hints to Spectators" as to how they should behave in the programme? The five golden rules for the gallery are as follows:—First, "Not to applaud during a rally," secondly, "Not to applaud a double fault," thirdly, "Not to leave your seats until the players change ends," fourthly, "Not to confine your applause to one competitor—give the other his, or her, due," and fifthly, "Not to applaud a record stroke." Naturally, such rules appear as merely ordinary good manners and common sense to anyone with experience of championship tennis. Nowadays, however, so many sightseers come to Wimbledon, viewing the tennis merely as a spectacle, that such advice fulfils a real need. Ill-timed applause is often the result of ignorance rather than bad manners or the lack of a sporting spirit. It is noticeable, at Wimbledon, that the gallery appears to have greatly improved in this respect, possibly because of the inclusion of these rules in the programme.

## New York Discount Up.

About a month ago the Governor of the Bank of England made another of his frequent visits to New York. As usual, the object of the trip was not disclosed, or even hinted at, but it was rumoured in London that he would endeavour to secure in defence of Britain's monetary position—a reduction in the New York re-discount rate. To-day comes news that the Federal Reserve Bank has decided not to lower, but to raise the re-discount rate from five to six per cent. The news will not cause disappointment in London—rather the reverse, for the higher rate is to some extent a check upon over-enthusiastic speculators, whereas a reduction might start another exciting boom on Wall Street. Money conditions in New York have an immediate reaction on London, and the abnormal situation recently existing on Wall Street was bound to change one way or the other very soon. London opinion, after believing that the New York stock market was in for a steady slump in values, went round to the belief that constant gold imports supplied the base for another upward movement in securities. It was realised that if the bull movement can be started again, speculators will pay any rate asked for money and will thus continue to draw foreign balances from London to New York at a time when such balances are vitally necessary in London to pay debts to America for interest on commodities. This view was greatly strengthened by two announcements, first, of \$40,000,000 gold in Argentina being marked for American account, and second, that towards the end of June the prices of 50 representative American securities reached the highest figures on record. The increased discount rate now announced is probably intended as a warning to bull operators not to start another wild boom on Wall Street. London's difficulty is that debtors to America all over Europe are trying to buy dollars in the London market to liquidate debts to the United States. Settlement of European war-debts also has a bearing on Anglo-American monetary relations, but more important than any of these side-issues, is the refusal of the United States to receive goods from abroad. European opinion is that the new Tariff Bill, if it becomes law, will cause a complete impasse in trade between the United States and Europe, the first result of which will be, of course, a huge drop in America's exports to the rest of the world. A leading authority in London, sums the situation up in these words:—"In the end there is but one solution of the problem. The United States must adjust both the tariff and the currency policy to the fundamental necessities of her economic position as a creditor nation. Unless she does so the gold standard will be abandoned in Europe and dollar exchange will become the springboard from which to leap over the American tariff."

## Lloyd Royal Belge.

In connection with the recent announcement by Reuter of the intention of the above Company to establish a monthly service from the Continent to the Far East, it will doubtless interest merchants to learn that the first steamer, the "Caucasian," sailed from Antwerp on August 4, and is expected to arrive in Hong Kong about September 11. The Bank Line, Limited, have been appointed General Eastern Agents, while the interests of the line in Canton will be in the hands of Messrs. Siemens & Co. All vessels will proceed to the Pacific Coast, and cargo will be accepted for Vancouver, Seattle, Portland, etc., from ports of call in the Orient. The Lloyd Royal Belge, as its name implies, is a Belgian Company and owns some 22 steamers, aggregating about 110,000 tons gross.

## When Gambling Was Legal in Hong Kong.

A correspondent writes to the N.C. Daily News:—"In view of the interest which has been taken of late in the matter of prosecutions for public gambling in Shanghai, I thought it would interest some of your readers to know when public gambling was legal in Hong Kong. In glancing through a copy of the Graphic, March 12, 1870, I came across the undernoted paragraph on page 340:—

"Public gambling-houses were established a year or two ago in Hong Kong, under the authority of the British Government, of that peculiar little colony. A considerable disturbance was raised at the time by a number of good people who were greatly shocked at the idea of tolerating and sanctioning the existence of such haunts of vice, but it was explained that the bold measure had been adopted as the lesser of two evils. Scores of secret gambling-houses sprang up all over the Chinatown while the system was illegal, and the police could do nothing that had the least effect in mitigating the evil. These secret houses, moreover, were the headquarters of the criminal classes, and the centres of innumerable criminal organizations. The establishment of the licensed gambling-house proved quite successful in stopping all this. But what was to be done with the money paid to the local government for the licence? Enormous sums accrued in this way, which the Governor was at first—as a concession to the people who were shocked at the policy—prohibited by the Home Government, then represented by the Duke of Buckingham, to touch. At last he was allowed to apply the money to purposes strictly connected with the development and improvement of the police force and the suppression of crime. Now, however, Lord Granville has overthrown this arrangement, and has ordered the colony to send home all the licence-money in future. The colony must not use money coming from such a corrupt source, but the Imperial Government may. Forty thousand pounds has already been handed given up by the Colony and what Lord Granville will do with it nobody seems to know."

## Looking Back 25 Years.

In his interesting report of the afforestation work for the year 1903 Mr. S. T. Dunn, Superintendent of the Botanical and Afforestation Department, made the following statement under the head of "Forestry":—"The time has now arrived for the Colony to profit to the full extent by the foresight of the Government of a former generation. As a result of this policy of tree-planting there are at this moment nearly 5,000 acres of pine trees on the island, and the oldest plantations 'are now ready to fall and replant.' The forests have, however, proved well worth the money expended upon them. They have served to increase the rainfall, and they have helped to make the streams more permanent. They have also transformed the surface of the island, which when first acquired presented, in winter especially, a singularly barren appearance. Mr. Dunn is apparently eager to again reduce it to that aspect in order to rake in a few paltry dollars for the Treasury. He has already converted part of the slopes round Aberdeen into a waste, and will presumably, unless his ruthless hand is stayed, proceed block by block to render the entire island hideous. We cannot believe that for such a consideration Sir Matthew Nathan will permit this wholesale destruction of our carefully planted and long cherished forests.—Hong Kong Daily Press, August 10, 1904.

## Looking Back 50 Years.

There only being twelve entries for the aquatic sports at the Recreation Club, the committee have decided to withdraw the prizes, consequently the sports will not take place. This is to be regretted, and it is somewhat a matter of surprise, when the Club boasts of three hundred members, that the requisite number of entries was not forthcoming.—Hong Kong Daily Press, August 11, 1879.



JAPAN DISCOUNTS  
WAR TALK.ANTICIPATED PRESENT  
RUPTURE.

## STILL GROUND FOR HOPE.

[THROUGH REUTER'S AGENCY.]

TOKYO, August 9. From Manchuli, on the Manchuria-Siberia frontier, it is learned that the direct parley between China and Russia has broken down; also that the Chinese delegates, Mr. Chu Shao Yang and Mr. Tsai Yun Sheng, have announced that they are leaving for Nanking on August 9. Mr. Chu has notified the National Government of China to this effect, blaming the Russians for the rupture.

## "Russian Sabotage."

HARBIN, Aug. 9. The resumption of aerial movement by the Soviet, ostensibly against China, and demonstrations by Russians on the two frontiers, namely, at Manchuli and Pogranichnaya, have marked a revival of tension between China and Russia.

A dispatch from Pogranichnaya says that 38 Soviet aeroplanes demonstrated over Chinese territory on the morning of August 8.

Russian planes have also gone up over Manchuli, whence it is reported that about 20 Russian armoured cars have run threateningly close to the border.

The Chinese are blaming the frequent interruptions on the Chinese Eastern Railway's telephone services on Russian sabotage.

## Headed For War.

TOKYO, August 9. According to a Vladivostok report received at Harbin, the Soviet Commander of the Far Eastern Forces has issued a "manifesto" to the Russian people, alleging that Chinese stubbornness is forcing the Soviet to resort to arms, but the people need not be alarmed, as the Red Guard is fully able to cope with the emergency.

While it is impossible to confirm this report from Manchuli asserts that war clouds are again hovering over the frontier. A brigade of Chinese troops from Hailar, with two armoured cars, has arrived at Manchuli.

The same despatch states that Sino-Soviet negotiations are now deemed hopeless. The Chinese delegate, Chu Shao Yang is expected to return to Mukden for the purpose of a consultation to consider measures to cope with the situation.

## Philosophic Tokyo.

While Press despatches from Manchuli report an increasingly threatening situation, however, official Tokyo remains unperturbed, and inclined to discount half the reports as fictitious and baseless rumours.

Reports of sabotage are largely discredited, as official confirmation is lacking, while reports of the breakdown of negotiations are not regarded seriously, as it is believed that the so-called negotiations were confined to informal conversations over the long-distance telephone, with the Chinese attempting to arrange for the opening of negotiations, and the Soviet maintaining the stand that it was impossible for them to comply unless the status quo was restored.

The Japanese Foreign Office appears to have anticipated that similar futile attempts to arrange formal negotiations, interspersed with occasional "alarms and excursions" would continue some time before a *modus vivendi* was finally reached, but it is thought that an armed clash is extremely unlikely.

M. Trojansky had a conversation with Baron Shidara yesterday, but the Foreign Office has indicated that no significance is attached to the visit, which was apparently mainly confined to the Soviet Ambassador's explanation of the present situation.

CHINA NOT TO RESORT  
TO ARMS.

STATEMENT BY DR. WANG.

(Wah Tai Yat Pao.)

SHANGHAI, Aug. 9. In an interview, Dr. C. T. Wang, the Minister for Foreign Affairs, said that China will at all costs refrain from resorting to force in dealing with the Soviet. The United States, being the promoter of the Kellogg Pact, will probably mediate in the trouble.

## WU PEI FU SERIOUSLY ILL.

"Authentic information" says the *Hankow Herald* "has been received to the effect that Wu Pei Fu, the former Loyang Warlord, who has been spending his days of distress in Szechuen since his downfall in 1926, is now seriously ill." The former Chinese leader is now at Hsueh-shan, a small town in the interior of Szechuen, and has still a small army of soldiers under his command. General Liu Chuan Hou, a Szechuen military leader, is reported to be paying daily visits to the fallen leader.

TRAIN MAROONED  
BY TORRENTS.A PASSENGER'S GRIM  
ACROBATICS.

## THE NORTHERN FLOODS.

[THROUGH REUTER'S AGENCY.]

PEKING, Aug. 9. The flood situation has improved. Most of the rivers are reported as falling, and it is hoped that the Mukden-Dairen line will re-open on Saturday. However, the breaks on the Mukden-Antung and Mukden-Shanhaikuan sections are very serious.

Near Chinchow one train was marooned between two wash-outs. One foreign passenger escaped by crawling on hands and knees along the railway track, which now forms a kind of suspension bridge across a raging torrent, which washed out the embankment along which the line runs. The passenger was thus able to reach Shanhaikuan, and get a train to Peking.

MR. SOONG HOLDS UP HIS  
RESIGNATION.

BUT IMPOSES CONDITIONS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Aug. 9. The Finance Minister, Mr. T. V. Soong, this afternoon stated that his resignation is held up, pending the State Council passing a decision agreeing upon a proper budgetary system throughout China, and the taking of necessary steps to carry out such a programme. Failing this his resignation holds good.

It is understood the State Council is to debate the question this afternoon at Nanking.

## THE EXTRALITY QUESTION.

POWERS TO REPLY TO  
CHINA'S NOTE.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 9. It is learned that Britain and other interested Powers are about to dispatch a reply to China's Note regarding extra-territoriality.

It is understood that the Notes, which will be most carefully drafted, are not identical, though they contain similar terms, as well as a reasoned statement of the position.

They will not be published until they are delivered to China.

MR. THOMAS LEAVES FOR  
CANADA.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 9. Mr. J. H. Thomas left today for Canada to discuss the improvement of trade relations with Britain, and also the question of emigration.

## 5,000 H.P. SPEED BOAT.

NEW FLYER FOR SIR H.  
SEGRAVE.

[BRITISH WIRELESS SERVICE.]

LONDON, Aug. 9. A new speed-boat which would be named "Miss England Second" may shortly be placed under construction with a view to Sir Henry Segrave making a new record at Miami, Florida, in March next. It would have a minimum horsepower of 5,000. It is estimated that a speed boat of the design contemplated could cross the Channel and back to Dover in twenty-five minutes.

## U.S. REDISCOUNT RATE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Aug. 9. The Federal Reserve Bank in New York has announced that the rediscount rate will be increased from five per cent. to six per cent., taking effect as from to-morrow.

COTTON INDUSTRY  
DISPUTE.STRENUOUS EFFORT FOR  
SETTLEMENT.

## T.U.C. TAKE A HAND.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 9. Sir Horace Wilson, Secretary of the Ministry of Labour, who has been prevented from accompanying Mr. J. H. Thomas to Canada by the gravity of the cotton dispute, is strenuously endeavouring to end the Lancashire deadlock. He was engaged all day long yesterday in informal discussions with representatives of employers' and operatives' organisations, with the result that progress has been made towards finding a basis upon which an early meeting can be arranged.

A deputation from the General Council of the Trade Union Congress, headed by Mr. Ben Tillett, the Chairman, have left for Manchester to confer with the executives of the operatives' organisations with regard to the possibilities of mediation.

## SHANGHAI ELECTRIC SALE.

AGREEMENT SIGNED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Aug. 9. The sale agreement handing over the Shanghai Municipal Council's Electric Department to the American and Foreign Power Company, was formally signed yesterday at the S.M.C. Secretariat, by Mr. Edwards, the Secretary, on behalf of the Municipal Council, and Mr. Samuel Murphy and Mr. Franklin, the attorney, on behalf of the buyers.

Afterwards, Mr. McLeay, the manager of the National City Bank, handed the Council a letter of irrevocable credit for Tls. 30,000,000, being the first instalment of the purchase price of Tls. 81,000,000.

UNEMPLOYMENT IN  
BRITAIN.

BRIGHTER PROSPECTS.

[BRITISH WIRELESS SERVICE.]

LONDON, Aug. 9. The Ministry of Labour is now issuing returns regarding unemployment on a new basis. Side by side with the figures of unemployed it gives the number of persons registered as employed. The returns now issued show that while in the past year unemployment figures have decreased by 150,871, employment figures have increased by 272,800.

This new presentation of facts gives a much truer picture of the unemployment position.

In given cases, it might conceivably show that while there was an increase in the number of unemployed, there was actually an increase in the number of the employed.

## TORIES SCRAPE THROUGH.

REDUCED MAJORITY IN  
TWINCENHAM.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 9. The Twickenham by-election rendered necessary by the elevation of Sir William Johnson-Hicks to the peerage, resulted as follows: Sir John Ferguson (Con.) 14,705; T. J. Mason (Lab.) 14,202; F. G. Patterson (Lib.) 1,920.

Con. Maj. 503

Labour made a great effort in what has always been a strong Tory seat. The Conservative majority has been reduced from 11,000 in 1924 and nearly 6,000 at the May Election, when the figures were:

Johnson-Hicks (Con.) 21,087  
Mason (Lab.) 15,121  
Patterson (Lib.) 7,248

Con. Maj. 5,968

Sir John Patterson, the successful candidate, is the Chairman of the Board of Lipton, Ltd.

MR. SNOWDEN STILL  
IN ACTION.FURIOUS COMMENT BY  
FRENCH PRESS.

## ALLEGED "THREAT."

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Aug. 9. Mr. Philip Snowden addressed the Financial Commission of the Reparations Conference this afternoon, and told them that the former percentages of German annuities must stand. He added emphatically that unless Great Britain received satisfactory decisions as regards the percentages, as regards the 'conditional' and 'unconditional' annuities and as regards Germany's deliveries in kind, Britain could not proceed further with the discussion of the Young Plan.

The British Chancellor of the Exchequer, finally proposed the formation of a sub-committee of Treasury experts to submit proposals on any question raised regarding the method and the amount of the annuities provided by the Young Plan.

## Opposition.

M. Cheron, the principal French financial delegate, replied that five of the six Governments concerned were prepared to give their support to the Young Plan, and he opposed the formation of the sub-committee. Italy and Belgium also spoke in favour of the Owen Young percentages, and the Commission then adjourned until Saturday to enable private talks in the hope of settling the deadlock.

## A Hint Speech.

THE HAGUE, Aug. 9. Mr. Snowden began his speech before the Hague Financial Commission yesterday by hoping he would not be regarded as offensive if he said that none of his arguments had been answered, and none of his figures challenged. He stressed Britain's unparalleled war sacrifices, and concluded: "We cannot compromise on this matter. The House of Commons will never ratify the Young Plan in its present form."

## French Press Furious.

PARIS, Aug. 9. The French Press to-day are very angry with Mr. Snowden. *Le Journal* says that the "third day ended with nothing less than a threat by Mr. Snowden to revise the International Debt Agreement, which is tantamount to blackmail."

The newspaper's reference to Mr. Snowden's "threat" is apparently based on a version of a passage in his speech communicated by French correspondents at The Hague, which inaccurately represented him as saying that the British Government reserved the right to revise the Debt Agreement; whereas what he actually said was that if Great Britain did not receive just satisfaction in her demand for modification of the Young Plan, she would have a moral right to revise the Debt Agreement.

*Le Matin* says that "Mr. Snowden is more extreme" than the Nationalists. If the Conference fails the Second International must be credited with unexpected "progress."

*L'Echo Nouvelle* does not deny that there is something worthy of respect in Mr. Snowden's anxieties, but declares that agreement cannot be reached by the use of language leading directly to a rupture.

## A Practical Ultimatum.

LATER. It is reliably learned that Mr. Snowden is prepared to leave The Hague on Monday, failing a satisfactory reply to-morrow (Saturday) to his demands.

## Austrian Support.

OSNABERG, Aug. 9. The Austrian Premier, Mr. Bruck, to-day stated that the British Government had consulted the Federal Government on the question of Reparations. The latter had agreed with the view of Mr. Snowden that the Empire should not be asked to make further sacrifices.

## OLDER MEN PREFERRED.

NEW YORK, Aug. 9. Mr. Henry Ford has joined the ranks of those opposed to the slogan "too old at 40," or, it is often stated in America, "too old at 35." He says in a magazine article just published that he would like to have all his workers between 35 and 60, or even older. Men past 35, he adds, are "stable and experienced," and do better at work calling for endurance, which is shunned by younger workers.

LIFE IN THE OLD  
DOG YET!MAURETANIA'S GALLANT  
FAILURE.

## BLUE RIBBAND ATTEMPT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Aug. 9. In a gallant but fruitless effort to recapture the Blue Ribband of the Atlantic, the veteran Commander, the Mauretania, smashed all her previous records for the trip from Cherbourg to New York.

She completed the crossing in 4 days, 21 hours, 44 minutes, which is only 4 hours and 2 minutes behind the Bremen, and 4 hours, 50 minutes better than her own previous best.

There is little doubt incidentally that the great ship would have gone even better but for the fact that she experienced bad weather, which contributed to her failure.

It has to be borne in mind that the Mauretania is 23 years old, while the Bremen set up her record last month on her maiden voyage.

## BLUE BLOOD PREFERRED.

SQUEAMISH NEW YORK  
PATIENTS.

[United Press.]

NEW YORK.—Despite the fact that the blood of criminal is as good for medical purposes as that from any healthy individual, several leading doctors here are trying to get the City Health Department to supervise the sale of blood for transfusion purposes.

The sale of blood for transfusion is now on a commercial basis in New York—at least fourteen New Yorkers have the blood of a criminal flowing in their veins. The criminal, who has spent 16 out of the past 24 years in prison, told the police that he makes his living selling his blood to hospitals for blood transfusion.

Some time ago a group of leading physicians of New York worked with the purpose of establishing a blood donors' bureau where all persons of health wishing to sell blood might be registered and thoroughly examined.

Dr. Arthur F. Coca of Cornell University, one of the sponsors of the bureau, said, "In case of emergency, for instance, the hospital has no time to make elaborate tests, therefore the bureau would be of great aid with its complete data and records of persons willing to sell their blood."

Some donors make a profession of selling blood, one man, Thomas Kane stating that he has given blood for transfusion on seventy-seven occasions for a total of fifty-eight quarts.

Records from the Police Department show that many underworld characters make a living by selling their blood to hospitals. Dr. Coca recently said that many people have a feeling that they don't want to share the blood of a person of bad character or of another race, no matter how good the blood is from a chemical standpoint. He does not think it hurts the medical profession to humiliate this very human feeling, particularly when it easily could be done, if donors were properly registered under city regulations.

"GAS" SLOT MACHINE  
FOR MOTORS.STICK HOSE INTO TANK  
AND THERE YOU ARE.

Oakland, Calif.—If the gas station is closed and you need gasoline badly—and you can't get to the nearest all-night garage—you won't have to worry if the newest gas-selling idea is put into general use.

All you need to do is put the hose in the tank, put a dollar or a half dollar in the slot, and let the gasoline fill the tank. If the gas goes in too fast, press a button and the rate of flow is slowed. In case you have overestimated the amount needed, press another button and the flow is stopped.

The device, incorporated in an ordinary air-operated gasoline pump, the same kind used in hundreds of service stations and garages, is the invention of two Oakland men, J. H. Mitchell and J. H. Mitchell, who helped them secure their patents.

EVACUATING THE  
RHINELAND.BRITAIN NOT DEEPLY  
CONCERNED.

## A FRIENDLY MEETING.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Aug. 9. The atmosphere at to-day's meeting of the Political Commission of the Conference was in striking contrast to that of the Financial body at The Hague. The delegates, under the chairmanship of Mr. Henderson, discussed in a most friendly spirit the question of the evacuation of the Rhineland.

This is revolving itself into an essentially Franco-German problem as Britain is willing to agree to any solution they reach.

It is significant in this connection that Mr. Briand and Herr Stresemann, the German Foreign Minister, conferred privately for an hour before the Commission sat.

During the debate, Herr Stresemann insisted upon the withdrawal of the Allied forces from German soil immediately the Owen Young Plan came into operation, but M. Briand expressed the opinion that France must first see whether the Young Plan was working smoothly or not.

Herr Stresemann then spoke regarding the French proposal for a Committee of Verification and Conciliation, saying that Germany could not agree that such a Committee should continue to operate after 1933.

M. Briand expressed willingness that the matter should be thrashed out before the Political Commission.

The question of the Saar Basin constitutes another essentially Franco-German problem. Germany desires to regain control of the Saar before 1935, and M. Briand has said that he is prepared to discuss the matter.

WHAT CANADA IS DOING  
IN AVIATION.

BRITISH APATHY.

[BY RALPH A. COOPER.]

Thousands of miles of virgin forests being protected, swift air mails to those living in far-off places where formerly mails reached by dog-team probably twice a year, increasing efficiency of the famous Royal North-West Mounted Police in keeping law and order in northern regions chiefly inhabited by Eskimos and Indians, fast development of vastly rich mineral areas, and rapid transportation of the amenities of life to those whose choice it is to live in that tremendous hinterland of the great Dominion—these are some of the advantages that the aeroplane has brought to Canada.

And Canada has not been slow to recognise the opportunity. Canada never is slow to realise the possibilities of her future development—in fact, Canadians may be termed generally as "Future Minded." We do not live in the past—our aims and our ambitions are largely in the future, that great future which we, as Canadians, believe to be Canada's own.

During the month of May Ottawa reports that 52 private and commercial planes went into service in various capacities, in various sections. The total record for the Winnipeg Flying Club for the month of June was 12,553 flights.

Six planes are operated by the Canadian Colonial Airways, Ltd., between Montreal and New York during the summer months. Passengers are able to reach New York and return to Montreal the same day.

A London magazine regrets the apathy of the aircraft trade in England, which is permitting the wholesale of American planes to Canadian and Canadian money going to American shareholders in companies owning Canadian airports. Another repetition of the apathy of British manufacturers who allowed the progressive American automobile manufacturers to conquer the valuable Canadian market, and who now find it almost too late to gain even a foothold.

"Muskies" may be the attitude in Hong Kong, but it will do no harm for you Hong Kongites to read of what Canada is doing in the field of aviation whilst Hong Kong sleeps.

INDIA AND BACK IN  
SEVEN DAYS."THE SPIDER" NEARS ITS  
GOAL.

## RECORD IN DANGER.

[BRITISH WIRELESS SERVICE.]

LONDON, Aug. 9. The Duchess of Bedford and Captain C. D. Barnard, who are attempting to fly from England to India and back in seven days, are now flying from Aleppo in Syria, to Sofia, Bulgaria, and they will take off from Sofia on a non-stop flight to Croydon, which they expect to reach to-morrow at about five o'clock in the afternoon.

If the Duchess, who over 60 years of age, achieves her ambition, she will have created a new record for the return flight to India as well as a new record for the homeward journey.

The record for the outward journey is held by the R.A.F. long-distance machine, the Fairey monoplane, which did the trip non-stop in fifty hours. The Duchess left Lympne, Kent, for India on Friday last, and she arrived at Karachi on Monday, commencing the return journey on the following morning.

FOURTH-CENTURY  
FORTRESS.AN INTERESTING DISCOVERY  
IN GOTLAND.

Stockholm.—An early Iron Age fortress, built on piles in the middle of a lake on the Swedish island of Gotland, was discovered some time ago, and turns out to be a unique find. From the reports issued by the Swedish Academy of Antiquities, it appears that this lake fortress had a large square floor, supported by thousands of oak piles, driven into the mud. The huge structure, probably erected against foreign invasions in the fourth century A.D., shows remarkable craftsmanship and strategic foresight.

The "Bulwark," as it is called even to-day by the inhabitants of the parish, must have been built by the villagers of a neighbouring village, and is an interesting instance of primitive community spirit. The approach to it out in the lake must have been very dangerous to daring invaders, who were entirely exposed to the arrows of the archers standing behind the wooden palisades.

During the centuries following the "Bulwark" decayed, and only the solid trunk beneath the water now tell the tale of past glories.

BERLIN'S TROUBLESOME  
RUSSIAN EMIGRES.LEAGUE OF NATIONS MAKE  
EJECTMENT ORDER.

Berlin Aug. 2.—The League of Nations appeared in the novel character of plaintiff in a civil action, before a Berlin court, and obtained judgment against a score of Russian emigres, at one time officers in the Czarist armies, who were thereby compelled to vacate the so-called Nansen Barracks situated in a suburb of Berlin.

These barracks had hitherto been under the administration of the Geneva High Commission of Refugees. When the ground on which the barracks stood was recently sold to a real-estate company, for the creation of modern tenement buildings, the Russians refused to move, whereupon the company appealed to the League of Nations, which, now, obtained judgment against the Russian emigres, who are, however, being assisted by the company and others in finding new quarters.

CABARET DANCER'S LEG  
MUSCLE TORN.

## HIGH KICKING EXERCISES.

A jury of the King's Bench awarded Vera Wilson, a cabaret dancer, £254 damages with costs against the Max Rivers School of Dancing, London, for injuries caused by the high-kicking exercises of the school.

The plaintiff said her leg was pushed up till it hit a wall behind. The muscle of the leg was torn.

Rivers denied negligence by his instructor. He said he had trained 2,000 dancers, including famous stars, and at present, had 500 pupils.

A pupil doing this "looseness" exercise all day long never had an accident. There was no danger if the pupil told the instructor when to stop.







100



## Golf Notes.

## HOW HANDICAPS ARE FIXED.

How are handicaps arrived at? Up to fairly recent times each club went along more or less on its own. Prize winners had their handicaps cut without reference to the merit of their performance; handicaps were often reduced and were practically never raised with the result that the world was flooded with scratch and plus players, and many who belonged to more than one club had two (or more) totally different handicaps. In March, 1928, The Advisory Committee of the English Golf Union brought their scheme into operation. It is too long and complicated to describe in full but here are the main points. The first thing was to arrive at a score (called the Standard Scratch Score) for every course, and to judge all performances with reference to this score. In arriving at the S.S.S. the nature of soil and the run of the ball, the run on any particular shot (i.e. a drive pitching on ground that is up or down hill) and the difficulties of the course had to be considered. The S.S.S. is worked out for spring and autumn conditions, using several somewhat elaborate tables of figures, and may be reduced on certain days, e.g. when front tees are in use or when the ball runs under a tree, but it cannot be increased.

Thus the main object of the system is, by arriving at a reasonable score for the scratch golfer on each course and by handicapping all players with reference to their ability, to approach this score, to standardize handicaps and not to have the best players in a club rated at scratch, or better, unless they are really capable, on occasions, of equalling or approaching the S.S.S.

The Bogey score of a course ought to be equal to the scratch score. Hence if a player returns a score, under handicap, which is say 3 strokes better than the scratch score, or 3 holes up on Bogey, he may under normal conditions expect to find his handicap reduced by three strokes; that this is not always the case is due to several factors, one being that handicapping committees have definite limits imposed on their powers of cutting handicaps and another that the course may, the day on which the score is returned be playing much shorter and more easily than under normal spring and winter conditions.

To pretend however that all handicaps must be correct because the method of allotting them is standardized is of course out of the question. In allotting handicaps to new members the handicappers have, for instance, to make some allowance for probable improvement in scores at a very early date when the course is more familiar to the players. Then, again, a large number of players never take part in competitions and unless the handicapping committee is a large one and composed of players of various standards of ability the skill, or the reverse, of many members is unknown to them. The L.G.U. (until recently anyhow) sought to get over this by making their members return a vast and ridiculous number of cards each year with the result that women golfers cluttered up the courses (they usually write up their scores on the green, and do a bit of addition and other mental arithmetic as well) and provoked the hatred (and derision) of the men on many a Home course. For an ordinary club handicapping committee has to rely mainly on competition results, their own knowledge of players and what they hear from other players. Even then results do not work out right, though they may balance in the end. For instance a certain local player with a medium handicap goes in for all or nearly all competitions at a cost, usually, of a dollar a card; he never wins or comes near winning anything and so the handicap can hardly be raised, on the other hand it is said that on an ordinary Sunday his "bag" is almost invariably a tiffin and two balls; his morning opponent feels that he has a slight grievance and his afternoon opponents have a lot to say about his ridiculous handicap. The fact is that in so many similar cases the player is better in a match than at the pencil and card game possibly due to over keenness or, in other words "nerves". The fact however remains that on the whole the standardized methods of allotting handicaps is a great success and as far as the writer knows those who go Home on leave from Hong Kong generally find their handicap here works out approximately the same as those of players of equal calibre at Home.

## WITHIN CALL.

The following ships were expected to be in wireless communication with Hong Kong Station yesterday:—Bengal Maru, Ryubu Maru, Menado Maru, Tennessee, Lushan Maru, Kohkai Maru, Empress of Russia, Fushimi Maru, Prince Shantung, and President Wilson.

## FIRST V.R.C. NIGHT FETE.

## RAIN FAILS TO SPOIL ENJOYMENT.

## SOME CLOSE FINISHES.

[By WATERMAN.]

Despite a lightning storm between 7 and 8 p.m. the Victoria Recreation Club did not cancel their first night fete and although it rained intermittently those who went were treated to some fine sport, the rivalry being keen throughout.

The start was delayed half an hour owing to the rain, but once a commencement was made things went "swimmingly" and the events followed one another in smooth succession.

The programme opened with a fifty yards handicap race for members in which there were three heats. The handicapping was very good and the results were in doubt in every heat until the finish.

L. Soares and F. M. Silva were placed first and second in the first heat. W. Foraita and C. Figuerido finished in third order in the second heat and in third heat B. Gosano and R. M. da Rocha got in.

The second race was over 100 yards and was confined to boys under sixteen. The event went to Lawrence who had a handicap of 25 seconds from the scratch competitor, J. Amery, who came in second. Amery conceded 23 seconds handicap, but did very well throughout and finished in the excellent time of 54 seconds.

The high and fancy diving competition drew six competitors who were about equal over the high dives but in the fancy diving department, L. Roza Pereira and Ed. da Roza, who won first and second places in the competition, were far ahead of the others and it was a treat to see them do the back "Jackknife" and the "half twist". S. E. Igleston also did very well with the "flying Dutchman".

## Johnstone's Good Win.

The 150 yards open to the Colony provided a good race but J. R. Johnstone (who I thought was going to touch the record from the way he was swimming) shot out in the last fifty yards to win comfortably. Gittens and Lawrence made a close fight of it for second place and the latter got the verdict by a touch. Johnstone's time was 1min. 40secs.

The hindfield race proved farcical, competitors swimming all over the bath. Ed. da Roza won the event the second place going to B. Gosano.

The variety stroke race went to Leung Shiu Man, as I predicted. He swam well in every department and covered 100 yards, breast, back, side and crawl in 78 seconds in his heat. H. M. Remedios won his heat in 77 seconds and secured second place. I would like to see these two swimmers together in a race.

## Ladies' Race.

Ladies next raced over 100 yards, the result being a win for Miss D. Hunt who received 8 seconds start. Miss Anslow was second a few yards behind the winner.

The team race provided the greatest thrill of the programme. The teams swam in two heats. V.R.C. Club de Recreio and K.O.S.B. swam in the first heat and finished in that order. The V.R.C. were at one time as much as three yards behind the Portuguese side, but Lawrence and Johnstone settled the difference with three yards to spare.

In the second heat the Chinese A.A.F. and Kowloon Swimming Club clashed, the R.G.A. making up a third. The Chinese led over the first four lengths but gradually lost ground and finished a yard and a half behind Kowloon. The Chinese were without the service of their best swimmer.

The final placings were:—  
1.—V.R.C. 2mins. 20.4secs.  
2.—Club de Recreio, 2mins. 21.3secs.  
3.—Kowloon S.C., 2mins. 22.5secs.

## WATER POLO.

The teams were:—  
Chinese.—S. P. Chan, S. L. Lai, I. T. Sung, K. J. Ip, S. M. Leung, C. H. Chan, S. H. Wong.

Rest.—T. L. Knight, L. Howard, J. R. Soares, J. R. Johnstone, C. E. Pereira, Dr. Laing.  
One long shot from Sung set Simpson tried two back hand shots in succession, but Chan cleared. Later, Pereira forced a corner and passed to Laing who scored a fast goal with a terrible backhand shot. The Chinese took a few long shots without success, Lieut. Howard and Soares keeping them at bay. Johnstone swam up with the ball and passed to Pereira who again forced a corner, and when Pereira passed to Laing, the latter scored with a volley shot.

The Rest scored again when Johnstone dribbled through Ip, passed to Laing, who passed to Pereira who was unmarked. The latter scored. In an attack by the Chinese, Sung passed to S. H. Wong, who scored. At half-time The Rest led by 3 goals to one.

## Second Half.

Play was chiefly at Chinese side of the bath to start with. Chan cleared a few good shots from Laing.

After a few short passes Pereira missed right in front of goal. Play eased down a little, and Soares was ordered out for ducking Wong within the 4 yards line. A penalty was awarded to the Chinese, but Knight saved a well placed shot from Wong.

Towards the end S. H. Wong was left unmarked, and scored. The end came with The Rest winners by 3 goals to 2.

## THE RESULTS.

100 yards Handicap (Boys).—1, J. Lawrence; 2, J. Amery.  
High and Fancy Diving.—1, L. Roza Pereira; 2, Ed. da Roza.

150 yards (Open to the Colony).—1, J. R. Johnstone; 2, W. Lawrence.  
Time: 1min. 40secs.

Blindfold Race.—1, Ed. da Roza; 2, B. Gosano.  
100 yards Variety Strokes.—1, Leung Shiu Man; 2, H. M. Remedios. Time: 78secs.

100 yards Ladies.—1, Miss D. Hunt; 2, Miss Anslow.  
Team Race.—1, V.R.C.; 2, Club de Recreio.

50 yards Handicap (Final).—1, B. Gosano; 2, F. M. Silva.  
Water Polo.—Rest of the Colony beat Chinese.

The prizes were given away at the conclusion of the sports by Miss B. Pereira.

## TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.

1.45 p.m.—Weather report.  
5.30 to 6.30 p.m.—Programme of Chinese music (records supplied by The Canton Trading Association, Ltd.).

7.45 p.m.—Evening weather report.  
9 p.m.—Evening programme. (Victor and H.M.V. records supplied by Messrs. S. Moutrie & Co., Ltd.).

"H.M.S. Pinafore" (Sullivan). Selection, The Band of H.M. Coldstream Guards.  
Dance music.

8.45 p.m.—"She is My Daisy" and "When I Was Twenty-one", Comedian, Sir Harry Lauder.  
Dance music.

9.30 p.m.—"The New Moon" (Romberg) and "Whoopie" (Kahn-Donaldson) and Vocal Gems, Victor Light Opera Company.  
Dance music.

10.15 p.m.—(Verdi), Selection, Creators' Band.  
10.30 p.m.—Close down.

## SUNDAY.

"UNION CHURCH" TO BE RELAYED.

The following programme will be broadcast on Sunday from the Government Broadcasting Station Z.B.W. on 350 metres:—

1.45 p.m.—Weather report.  
5.55 p.m.—Evening Service relayed from Union Church, Kennedy Road.

Voluntary.  
Prayer.  
Lord's Prayer.  
Hymn, "Unto The Hills".  
The Lesson.

Offertory and Organ Voluntary.  
Solo: "I With All Your Heart," by Mr. H. Addiss.  
Silent Prayer.

Psalm, "The Lord's my Shepherd."  
The Address: Rev. F. C. Young.  
Hymn, "The Day Thou Gavest".  
Organ Recital.

Voluntary. Andante. Organist, Mr. G. Longyear.  
Solo: "When I survey the wondrous Cross," Mr. Addiss.  
Voluntary. Fountain. Melody, Mr. G. Longyear.

7.45 p.m.—Evening weather report.  
8 p.m.—Evening programme. (Columbia records supplied by Messrs. Anderson Music Co., Ltd.).

"The Rose," English Selection, The Band of H.M. Grenadier Guards.  
"I Am A Roamer" and "Vulcan's Song," Bass, Robert Easton.

"Pagliacci" (Leoncavallo), Selection, New Queen's Hall Light Orchestra.  
"Four Indian Love Lyrics," Organ Solo, Patman.

"Blue Eyes" (Kem), Selection, Piccadilly Theatre Orchestra.  
"O Lonely Night" and "Parted," Soprano, Doris Vane.

"La Kermesse" and "Soldiers' Chorus," Chorus and Orchestra of the Theatre National de l'Opera, Paris.  
"The Creation—With Verdure Chid," Boy Soprano, John Bonner.

"La Golondrina" and "La Paloma," Paul Whiteman and His Orchestra.  
"Ship O'Mine" and "Glorious Devon," Baritone, Thorpe Bates.

"Norwegian Rhapsody" (Lalo). Orchestra. Symphonique (of Paris).  
10.30 p.m.—Close down.

## BY MAIL, WIRE, AND WIRELESS.

Ripon.—Ripon Corporation are suggesting two sites to the Air Ministry for an aerodrome.

Rome.—A fossil human skull of Neanderthal type has been discovered in the Valle dell' Aniene.

Ilford.—Ilford Corporation report a profit of £7,459 on the electricity undertaking for the year.

Rome.—Signor Mussolini stated, in a debate in the Italian Chamber that there had been 17,000 fewer births in Italy during the last four months.

Plovdiv.—Many houses were damaged by a sharp earthquake at Plovdiv (Philippopolis) in Bulgaria which caused a panic among the inhabitants.

London.—Mr. T. R. Bavin, K.C., Premier of New South Wales, placed a wreath on the Cenotaph on behalf of the Government and people of New South Wales.

Sofia.—Prince Cyril of Bulgaria, the King's brother, has returned to Sofia from his tour in the United States, where His Royal Highness travelled incognito as M. Sokolski.

Wellington.—Mr. R. G. Simmers has been chosen to accompany Sir Douglas Mason in his expedition to the South Pole. He is the second New Zealander to join the expedition.

Lisbon.—The leader and 15 members of a gang which has been forging 20 escudo (about 3s. 10d.) notes in Portugal since 1927 have been arrested in Lisbon and their plant seized.

London.—Men at work in the Dutch Reformed Church, Austin Friars, E.C., noticed smoke coming from the flooring of the organ. The fire was put out by means of extinguishers.

Geneva.—Finland has ratified the Geneva Protocol concerning the prohibition of the use of poison gas or bacteriological methods in warfare. Finland is the tenth State to ratify this Protocol.

Cairo.—There is reason to believe that as a measure of relief to the Mixed Court of Appeal in Egypt, which of late has been somewhat congested, an additional European counsellorship will be created.

Hamburg.—A party of about 30 German students from Lichtwark School, Hamburg, are spending a week at Acton County School, London. They are taking part in school sports and watching classes at work.

St. Andrews.—Mr. Baldwin has accepted the offer from St. Andrews Town Council of the freedom of the city, which will be conferred on him when he visits St. Andrews in November to be installed as Chancellor of the University.

Llanelli.—While the bed of the Lliedi River, Llanelli, was being cleared in preparation for the arching of the river as part of an improvement scheme, the premises of Mr. Poole Burnell, auctioneer, collapsed into the river bed.

Berne.—A delegation of Swiss women went in procession to the Palais Fédéral in Berne and handed to the Presidents of the two Houses of Parliament a petition, bearing 200,000 signatures, in favour of votes for women.

Amsterdam.—Among paintings sold by Frederick Muller & Co., in Amsterdam were Rembrandt's "Portrait of his Sister" for 108,000fl. (\$29,000), and "Legende van de Dympele," by Gosewienus van der Weyden, for 92,000fl. (\$27,600).

Paris.—An incident is reported from the Yugoslav-Bulgarian frontier, where a peasant of the village of Dolanovna, in the district of Trin, was killed by soldiers of a Serbian post as he was crossing the frontier line to work in his field.

Prudhoe.—The Rev. Herbert Henry Balfour, vicar of Wylam-on-Tyne, while travelling by train from Wylam to Stockfield to preach, was taken ill. He was taken from the train at Prudhoe, but died before a doctor arrived.

Hailsham.—John Burchett, 24, a farm labourer, of Hursmonceux, who had been missing since May 29, was found hanging in a wood at Hailsham. His wife, who had worried about his disappearance, was discovered drowned in a stream.

London.—The plate-glass window of Messrs. J. Walker, jewellers, of Oxford-street, was smashed by a brick, and a man was seen to snatch a tray of rings valued at £50 and run away. The shop assistants and a crowd gave chase. A man was detained.

London.—The Bolivian Legation in London states that the Bolivian delegates to the Commission of Arbitration at Washington have been authorized by their Government to receive and transmit proposals for the settlement of the boundary dispute with Paraguay.

Paris.—An express between Hendaye and Toulouse ran into a lorry at a level crossing near Pau. The three occupants of the lorry were killed on the spot, but the engine driver only became aware that there had been an accident when portions of the lorry were found on the buffers the next time the train stopped. The accident is ascribed to the negligence of the level-crossing keeper, who is alleged to have fallen asleep at his post.

(Continued on next column.)

## HOUSE BREAKERS' DAY.

## THEFTS FROM TREGUNTER MANSIONS.

Thieves were busy on both sides of the harbour on Thursday night. Three robberies from flats in Tregunter Mansions, May Road, have been reported, one thief apparently being responsible for all three visits. No arrests have been made.

The first report was made by Mr. E. R. Duggan, of No. 4, Tregunter Mansions, who stated that the premises were entered during the night by a thief who had a good look at the clothing in the flat, and then made off with several dressing boxes containing clothing, a gold watch valued at £300, and £25 in cash.

The articles stolen were the property of Mr. Robinson who lives in the same flat.

Later, Mr. MacKenzie, of No. 17, Tregunter Mansions, reported that his rooms were visited during the night and a gold wrist watch and chain valued at £25, a pendant valued £15 and £1.50 in cash were stolen.

Mr. D. A. Ross of the same address, also reports the loss of a silver cigarette case valued at \$7 and three pieces of jewellery valued at \$30.

The stolen clothing belonging to Mr. Robinson of No. 4, Tregunter Mansions, was found some distance along the road. The thief having considered that he had done very well without taking them.

## AT KOWLOON.

On Thursday night a thief entered the third floor of No. 35, Nathan Road, Kowloon, occupied by Mrs. F. Lim, and a pair of trousers containing a wallet with \$150 in notes were stolen. Later in the morning, the trousers were found poked down a drain pipe but the money had been extracted.

## ATTEMPTED ARMED ROBBERY.

## BRAVE AMAH SAVES THE FAMILY.

A married woman living at No. 7, Kiu Yin Fong, reported to the Police that while she was in her cubicle yesterday evening someone called out from the door "come to repair the telephone." She opened the door and a man armed with a knife threatened her. She was forced into her cubicle and two other men, similarly armed, came into the flat and her daughter and amah were pushed into the cubicle with her. The small cubicle "save life," and one of the robbers tried to smother her with a pillow. However, her cries drew the attention of the people living above and an alarm was raised. The would-be robbers made their escape but without stealing anything.

Later last night a man stated to be one of the robbers was arrested.

## HEALTH BULLETIN OF EASTERN PORTS.

The health bulletin of Eastern ports for the week ending August 3 is as follows:—

Plague.  
1 case at Alexandria.  
—cases at Port Said (1).  
4 cases at Basra (5).  
—cases at Bombay (1).  
—cases at Rangoon (5).  
1 case at Pnom Penh (1).  
2 cases at Saigon (2).

Cholera.  
—cases at Bombay (1).  
—cases at Calcutta (24).  
—cases at Rangoon (1).  
—cases at Shanghai (4).  
1 case at Canton (1).  
—cases at Swatow (1).

Small-pox.  
11 cases at Aden (20).  
18 cases at Bombay (7).  
13 cases at Calcutta (11).  
9 cases at Karachi (1).  
1 case at Mouline (2).  
1 case at Rangoon.  
1 case at Pondicherry (1).  
1 case at Batavia (1).  
2 cases at Macassar (1).  
7 cases at Samarinda (1).  
1 case at Sourabaya (1).  
1 case at Bangkok.  
1 case at Pnom Penh.  
2 cases at Canton.  
—cases at Swatow (2).

Brisbane.—The death is announced of Mr. Henry Turley, who was President of the Senate of the Australian Commonwealth during the years 1910-13. Mr. Turley, who was apprenticed to sea life at an early age, represented South Brisbane in the Queensland Parliament for some years.

New York.—Mr. George F. Baker, an 89-year-old financier, has given the sum of \$1,000,000 (\$200,000), to be known as the George David Stewart Endowment Fund in honour of his friend and physician, Dr. George Stewart, to promote the teaching of surgery in New York University.

London.—A silver model of Cranston, 12in. in height, was stolen from the premises of Messrs. Phillips and MacConnell, fine art dealers, of Conduit-street, W. When the premises were opened a piece of cement which had been hurled through the plate-glass window was found.



## Hamburg-Amerika Linie.

COMBINED FREIGHT AND PASSENGER SERVICE.  
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.  
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

## OUTWARD.

Sailings from Europe for Shanghai, Japan &amp; Northern Ports:—

M.V. "BURGENLAND"	... due here on or about the 16th Aug.
M.V. "FRIESLAND"	... due here on or about the 17th Aug.
S.S. "PREUSSEN"	... due here on or about the 4th Sept.
M.V. "VOGTLAND"	... due here on or about the 18th Sept.
M.V. "DUISBURG"	... due here on or about the 27th Sept.
M.V. "SAUERLAND"	... due here on or about the 16th Oct.

## HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

M.V. "HAVELLAND"	... sailing from here on or about the 12th Aug.
M.V. "LEVERKUSEN"	... sailing from here on or about the 24th Aug.
M.V. "ERMLAND"	... sailing from here on or about the 7th Sept.
M.V. "BURGENLAND"	... sailing from here on or about the 21st Sept.
S.S. "PREUSSEN"	... sailing from here on or about the 3rd Oct.
M.V. "VOGTLAND"	... sailing from here on or about the 19th Oct.

\* Calling also at Marseilles. \* Calling also at Bremen.  
\* Calling also at Amsterdam. \* Calling also at Bremen.

For Freight, Passage and further Particulars, please apply to

## JEBSEN &amp; CO.

12, Pall Mall Street. Agents. Tel. C. 4784.

## DODWELL &amp; CO., LTD.

## NEW YORK BERTH.

FOR NEW YORK &amp; BOSTON via SUEZ.

M.V. "BABY CASTLE" ... Sails on or about 8th Aug.

## LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE for BRINDISI, VENICE AND TRIESTE (Fiume). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

## REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £75.  
LONDON ... £83.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hong Kong.

S.S. "PIAVE"	... Sails on or about 10th Aug.
M.V. "REMO"	... Sails on or about 16th Aug.
S.S. "DUCHESSA D'AOSTA"	... Sails on or about 3rd Sept.
M.V. "ESQUILINO"	... Sails on or about 12th Sept.

## HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.

M.V. "VIMINALE"	... Sails on or about 20th Aug.
S.S. "PIAVE"	... Sails on or about 7th Sept.
M.V. "REMO"	... Sails on or about 17th Sept.
S.S. "DUCHESSA D'AOSTA"	... Sails on or about 5th Oct.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

## DODWELL &amp; CO., LIMITED

Telephone: Central 1030. Agents.

## HOLT'S WHARF, KOWLOON.

IN the Event of CONSIGNEES Not Taking DELIVERY of the Undersigned GOODS by the 14th AUGUST, They will be SOLD by PUBLIC AUCTION to defray Cost of Storage, etc.—

Ex Steamer	Marks	Packages	Date of Arrival
"SARPEDON"	D & W	1 case Mineral Water	29/11/27
"MENELAUS"	H.W.D.	1 bag Rivets	29/6/28
	5256		
"CYCLOPS"	W.C.J.	18 pieces Bars	2/11/28
"IXION"	C.Y.T.	6 pieces Plank	9/11/28
Do.	N/M	1 do.	9/11/28
"LYCAON"	VINGESTE	1 Trunk	10/1/29
	CHON		

BUTTERFIELD &amp; SWIRE, Agents.

Hong Kong, 8th August, 1929.

## BERKELEY HOTEL.

62-67, QUEENSBOROUGH TERRACE, HYDE PARK, LONDON, W.2.



## ADVERTISED SAILINGS FROM HONG KONG.

## ALEXANDRIA

Pres. Wilson, Dollar, Aug. 11.  
Pres. Van Buren, Dollar, Aug. 25.  
Pres. Garfield, Dollar, Sept. 6.

## AMOI

Dalgoma, B.I., Aug. 10.  
Anking, B. & S., Aug. 11.  
Lushow, B. & S., Aug. 11.  
Hsiang, Douglas, Aug. 13.  
Yingchow, B. & S., Aug. 14.  
Suiyang, Jardine's, Aug. 15.  
Tjikembang, J.C.J.L., Aug. 15.  
Hsiang, Douglas, Aug. 16.  
Takada, B.I., Aug. 16.  
Antung, B. & S., Aug. 19.  
Tjiklak, J.C.J.L., Aug. 22.  
Kumang, Jardine's, Aug. 23.  
Tjikrang, J.C.J.L., Aug. 23.  
Hsiang, Jardine's, Aug. 31.  
Tjiklak, J.C.J.L., Sept. 6.

## ANTWERP

Fushimi Maru, N.Y.K., Aug. 10.  
Havelland, Jelsen, Aug. 13.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Augsburg, Melchers, Aug. 27.  
Java, Manners, Aug. 30.

## AUSTRALIAN PORTS

Changte, B. & S., Aug. 30.  
Kaga Maru, N.Y.K., Aug. 21.  
Tanda, E. & A., Aug. 30.

## BALTIMORE

Java, Manners, Aug. 30.  
City of Canberra, Bank, Sept. 10.

## BANGKOK

Hellas, Thoresen's, Aug. 11.  
Kwangchow, B. & S., Aug. 11.  
Belios, Thoresen's, Aug. 13.  
Kalgan, B. & S., Aug. 18.  
Kwangchow, B. & S., Aug. 20.  
Hirundo, Thoresen's, Aug. 23.

## BELOWAN DELL

Van Heutz, J.C.J.L., Aug. 15.  
Isar, Melchers, Aug. 16.  
Saarbruecken, Melchers, Aug. 23.  
Augsburg, Melchers, Aug. 27.

## BOMBAY

Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Malwa, P. & O., Aug. 17.  
Tokushima Maru, N.Y.K., Aug. 23.

## BOSTON

Pres. Wilson, Dollar, Aug. 11.  
Calcutta Maru, N.Y.K., Aug. 17.  
Kaga Maru, N.Y.K., Aug. 20.  
Pres. Van Buren, Dollar, Aug. 25.  
Malayan Prince, Furness, Aug. 29.  
Pres. Garfield, Dollar, Sept. 6.  
City of Canberra, Bank, Sept. 10.

## BREMEN

Havelland, Jelsen, Aug. 12.  
Isar, Melchers, Aug. 13.  
Saarbruecken, Melchers, Aug. 23.  
Augsburg, Melchers, Aug. 27.

## BRINDISI

Viminale, Dodwell's, Aug. 20.  
Pieve, Dodwell's, Sept. 7.

## CALCUTTA

Namsang, Jardine's, Aug. 10.  
Takliwa, B.I., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Yuenang, Jardine's, Aug. 19.  
Akita Maru, N.Y.K., Aug. 29.  
Tamba, B.I., Aug. 31.

## CEBU

Pennsylvania, S.S.S., Aug. 17.  
Golden Star, S.S.S., Aug. 18.  
Illinois, S.S.S., Aug. 31.

## CHEFOO

Huichow, B. & S., Aug. 20.  
Kueichow, B. & S., Sept. 2.

## COLOMBO

Fushimi Maru, N.Y.K., Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Glenog, Jardine's, Aug. 12.  
Havelland, Jelsen, Aug. 12.  
Chenonceaux, M.M., Aug. 13.  
Kiddere, P. & O., Aug. 15.  
Isar, Melchers, Aug. 16.  
Malwa, P. & O., Aug. 17.  
Saarbruecken, Melchers, Aug. 23.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Leverkusan, Jelsen, Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Athos II, M.M., Aug. 27.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Glenamoy, Jardine's, Sept. 4.  
Ermland, Jelsen, Sept. 7.  
Pres. Garfield, Dollar, Sept. 8.

## COPENHAGEN

Nagara, Gilman's, Aug. 11.  
Java, Manners, Aug. 30.  
Agra, Gilman's, Sept. 2.

## DALNY

Alster, Melchers, Aug. 11.  
Nanning, B. & S., Aug. 12.  
Yingchow, B. & S., Aug. 14.  
Coblenz, Melchers, Aug. 23.  
Franken, Melchers, Sept. 7.

## DUTCH PORTS

Fushimi Maru, N.Y.K., Aug. 10.  
Glenog, Jardine's, Aug. 12.  
Havelland, Jelsen, Aug. 12.  
Isar, Melchers, Aug. 13.  
Nagara, Gilman's, Aug. 17.  
Achilles, B.F., Aug. 20.  
Saarbruecken, Melchers, Aug. 23.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Leverkusan, Jelsen, Aug. 24.  
Augsburg, Melchers, Aug. 27.  
Java, Manners, Aug. 30.  
Agra, Gilman's, Sept. 2.  
Glenamoy, Jardine's, Sept. 4.  
Ermland, Jelsen, Sept. 7.

## FOOCHOW

Hsiang, Douglas, Aug. 13.  
Hsiang, Douglas, Aug. 13.

## GENOA

Pres. Wilson, Dollar, Aug. 11.  
Delagoa Maru, N.Y.K., Aug. 12.  
Havelland, Jelsen, Aug. 12.  
Agapenor, B.F., Aug. 20.  
Leverkusan, Jelsen, Aug. 24.  
Saarbruecken, Melchers, Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Ermland, Jelsen, Sept. 7.  
Pres. Garfield, Dollar, Sept. 8.

## GLASGOW

Agapenor, B.F., Aug. 20.

## GOTHENBURG

Nagara, Gilman's, Aug. 17.  
Agra, Gilman's, Sept. 2.

## HAIPHONG AND HOIHOW

Canton, M.M., Aug. 12.  
Tonkin, M.M., Aug. 12.  
Kwangchow, B. & S., Aug. 20.  
Changta, B. & S., Aug. 22.

## HAMBURG

Glenog, Jardine's, Aug. 12.  
Havelland, Jelsen, Aug. 12.  
Isar, Melchers, Aug. 13.  
Achilles, B.F., Aug. 17.  
Saarbruecken, Melchers, Aug. 23.  
Leverkusan, Jelsen, Aug. 24.  
Augsburg, Melchers, Aug. 27.  
Java, Manners, Aug. 30.  
Agra, Gilman's, Sept. 2.  
Glenamoy, Jardine's, Sept. 4.  
Ermland, Jelsen, Sept. 7.

## HAVRE

Agapenor, B.F., Aug. 20.  
Augsburg, Melchers, Aug. 27.  
Java, Manners, Sept. 1.

## HONOLULU

Bokuyo Maru, N.Y.K., Aug. 19.  
Tenyo Maru, N.Y.K., Aug. 21.  
Korea Maru, N.Y.K., Sept. 4.

## HOLOLO

Pennsylvania, S.S.S., Aug. 17.  
Golden Star, S.S.S., Aug. 18.  
Illinois, S.S.S., Aug. 31.

## JAPAN PORTS

Dalgoma, B.I., Aug. 10.  
Alster, Melchers, Aug. 11.  
Eurylochus, B.F., Aug. 12.  
Iyo Maru, N.Y.K., Aug. 13.  
D'Artagnan, M.M., Aug. 13.  
Eurylochus, B.F., Aug. 13.  
Metsu, B.F., Aug. 14.  
Pieve, Dodwell's, Aug. 15.  
Remo, Dodwell's, Aug. 15.  
Burgenland, Jelsen, Aug. 16.  
Morea, P. & O., Aug. 16.  
Takada, B.I., Aug. 16.  
Friesland, Jelsen, Aug. 17.  
Matsuyama Maru, N.Y.K., Aug. 17.  
Hakozaki Maru, N.Y.K., Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 19.  
Glenamoy, Jardine's, Aug. 20.  
Emp. of Asia, C.P.S., Aug. 21.  
Tanga Maru, N.Y.K., Aug. 23.  
Kumang, Jardine's, Aug. 23.  
Tenyo Maru, N.Y.K., Aug. 23.  
Tyndareus, B.F., Aug. 24.  
Pres. Madison, A.M.L., Aug. 27.  
Sphinx, M.M., Aug. 27.  
Glenamoy, Jardine's, Aug. 30.  
Hosang, Jardine's, Aug. 31.  
Nagapora, P. & O., Sept. 2.  
Sumatra, Gilman's, Sept. 2.  
Duchessa d'Acosta, Dwell's, Sept. 2.  
Pres. Pierce, Dollar, Sept. 3.  
Pres. Jackson, A.M.L., Sept. 3.  
Emp. of Asia, C.P.S., Sept. 4.  
Korea Maru, N.Y.K., Sept. 4.  
Franken, Melchers, Sept. 7.  
Shidzuka Maru, N.Y.K., Sept. 9.  
Pres. Jackson, A.M.L., Sept. 10.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## KALAMANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## MARSEILLES

Fushimi Maru, N.Y.K., Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Delagoa Maru, N.Y.K., Aug. 12.  
Havelland, Jelsen, Aug. 12.  
Chenonceaux, M.M., Aug. 13.  
Isar, Melchers, Aug. 16.  
Malwa, P. & O., Aug. 17.  
Nagara, Gilman's, Aug. 17.  
Achilles, B.F., Aug. 20.  
Saarbruecken, Melchers, Aug. 23.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Athos II, M.M., Aug. 27.  
Augsburg, Melchers, Aug. 27.  
Kashmir, P. & O., Aug. 31.  
Antenor, B.F., Sept. 4.  
Pres. Garfield, Dollar, Sept. 6.

## NAPLES

Pres. Wilson, Dollar, Aug. 11.  
Pres. Van Buren, Dollar, Aug. 25.  
Pres. Garfield, Dollar, Sept. 8.

## NEW HONGKONG

Nanning, B. & S., Aug. 12.  
Yingchow, B. & S., Aug. 14.

## NEW YORK, BOSTON, etc.

Pres. Wilson, Dollar, Aug. 11.  
Calcutta Maru, N.Y.K., Aug. 17.  
Kako Maru, N.Y.K., Aug. 20.  
Pres. Van Buren, Dollar, Aug. 25.  
Malayan Prince, Furness, Aug. 29.  
Pres. Garfield, Dollar, Sept. 8.  
City of Canberra, Bank, Sept. 10.

## NORTH CHINA

Alster, Melchers, Aug. 11.  
Burgenland, Jelsen, Aug. 16.  
Asia, Manners, Aug. 17.  
Friesland, Jelsen, Aug. 17.  
Coblenz, Melchers, Aug. 23.  
Africa, Manners, Sept. 1.  
Franken, Melchers, Sept. 7.

## ORAN

Isar, Melchers, Aug. 16.  
Saarbruecken, Melchers, Aug. 23.  
Leverkusan, Jelsen, Aug. 24.  
Augsburg, Melchers, Aug. 27.

## OSLO

Nagara, Gilman's, Aug. 17.  
Java, Manners, Sept. 1.

## PAKAMA

Calcutta Maru, N.Y.K., Aug. 17.  
Bokuyo Maru, N.Y.K., Aug. 19.  
Kako Maru, N.Y.K., Aug. 20.

## PENANG

Fushimi Maru, N.Y.K., Aug. 10.  
Namsang, Jardine's, Aug. 10.  
Pres. Wilson, Dollar, Aug. 11.  
Tamba Maru, N.Y.K., Aug. 11.  
Kiddere, P. & O., Aug. 15.  
Takliwa, B.I., Aug. 15.  
Van Heutz, J.C.J.L., Aug. 15.  
Malacca Maru, N.Y.K., Aug. 16.  
Malwa, P. & O., Aug. 17.  
Yuenang, Jardine's, Aug. 19.  
Hakozaki Maru, N.Y.K., Aug. 24.  
Pres. Van Buren, Dollar, Aug. 25.  
Augsburg, Melchers, Aug. 27.  
Tokushima Maru, N.Y.K., Aug. 28.  
Akita Maru, N.Y.K., Aug. 29.  
Kashmir, P. & O., Aug. 31.  
Tamba, B.I., Aug. 31.  
Pres. Garfield, Dollar, Sept. 8.

## PORTLAND

New York, S.S.S., Aug. 14.  
Texas, S.S.S., Aug. 31.

## RANGOON

Takliwa, B.I., Aug. 11.  
Malacca Maru, N.Y.K., Aug. 16.  
Akita Maru, N.Y.K., Aug. 29.

## SAIGON

Chenonceaux, M.M., Aug. 12.  
Athos II, M.M., Aug. 27.

## SANDAKAN

Hinsang, Jardine's, Aug. 12.  
Tanda, E. & A., Aug. 30.

## SAN FRANCISCO

Pres. Lincoln, Dollar, Aug. 13.  
New York, S.S.S., Aug. 14.  
Tenyo Maru, N.Y.K., Aug. 21.  
Golden Peak, S.S.S., Aug. 24.  
Texas, S.S.S., Aug. 31.  
Korea Maru, N.Y.K., Sept. 4.  
Pres. Jackson, A.M.L., Sept. 10.

## SEATTLE

Iyo Maru, N.Y.K., Aug. 12.  
Bellingham, S.S.S., Aug. 19.  
Pres. Cleveland, Dollar, Aug. 20.  
Tyndareus, B.F., Aug. 24.  
Pres. Pierce, Dollar, Sept. 3.  
Sh



# CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW & SINGAPORE	"ANKING"	On 11th Aug.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KINGYUAN"	On 11th Aug.	10 a.m.
SWATOW & SINGAPORE	"KWANGCHOW"	On 11th Aug.	Noon
AMOI & SINGAPORE	"LUCHOW"	On 11th Aug.	5 p.m.
SHANGHAI, NINGPO & DALNY	"NANNING"	On 12th Aug.	2 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 14th Aug.	10 a.m.
AMOI, SINGAPORE & DALNY	"YINGCHOW"	On 14th Aug.	8 p.m.
SWATOW & SINGAPORE	"TEAN"	On 14th Aug.	2 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 18th Aug.	10 a.m.
SWATOW & SINGAPORE	"KALAN"	On 18th Aug.	Noon
AMOI, SINGAPORE & DALNY	"ANTUNG"	On 18th Aug.	8 p.m.
HOIHOW, SINGAPORE & DALNY	"KUNGHOW"	On 20th Aug.	10 a.m.
WEIHOW, SINGAPORE & DALNY	"HULCHOW"	On 20th Aug.	11 a.m.
HOIHOW, SINGAPORE & DALNY	"CHENGCHOW"	On 22nd Aug.	11 a.m.
WEIHOW, SINGAPORE & DALNY	"KUEICHOW"	On 3rd Sept.	2 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" &amp; "TAIPING"

These New Vessels maintain a Regular Service from HONGKONG TO AUSTRALIAN PORTS Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY—15 DAYS.

SHIP	Days from Hong Kong	Days to Sydney
CHANGTE	13th August	20th August
TAIPING	10th September	17th September
CHANGTE	11th October	18th October

For Freight and Passage Apply to—BUTTERFIELD &amp; SWIRE, Agents.

## NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.) AND AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

S.S. "CITY OF CANBERRA"	via Suez Canal	10th Sept.
S.S. "PYRRHUS"	via Suez Canal	30th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

# PRINCE LINE

AUGMENTED SERVICE SAILINGS EVERY 14 DAYS

TO BOSTON AND NEW YORK

"MALAYAN PRINCE" ... Aug. 29th  
"ROYAL PRINCE" ... Sept. 12th  
"CINGALESE PRINCE" ... Sept. 26th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Freight, Passage Rates and Full Particulars, Apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)  
Telegrams: Furness. King's Building [19]



FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.		To Yokohama via Shanghai and Kobe.	
CHENONCEAUX	13th Aug.	D'ARTAGNAN	13th Aug.
ATHOS II	27th Aug.	SPHINX	27th Aug.
BARTAGNAN	10th Sept.	ANGERS	10th Sept.
SPHINX	24th Sept.	G. METZINGER	24th Sept.
ANGERS	8th Oct.	ANDRE LEBON	8th Oct.
G. METZINGER	22nd Oct.	CHENONCEAUX	22nd Oct.
ANDRE LEBON	5th Nov.	ATHOS II	5th Nov.
PORTHOS	19th Nov.		

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transhipping our Mail Steamers at Port-Said, or Djibouti.

For Full Particulars, apply to— COMMERCIAL LINE, Agents.

For DUNKIRK via Port-Said, Oran, Algiers, Barcelona, Hamburg, Rotterdam, (Antwerp).  
C/O de MESSAGERIES MARITIMES, 4 Queen's Building.

## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

AUGUST 8, 1929.											AUGUST 9, 1929.										
STATION	HOOR	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		HOW BLASTING	HOW BLASTING	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		HOW BLASTING	HOW BLASTING				
		INCHES	MILLS.			DIRECT	FORCE (MILES PER HOUR)			INCHES	MILLS.			DIRECT	FORCE (MILES PER HOUR)						
Wladivostok...	12	29.77	756.1	83	...	...	...	0	0	6	29.84	757.8	74	...	...	0	1				
Nemuro	11	29.90	759.5	...	...	SE	3	...	...	5	29.67	753.5	...	S	...	1	0				
Hokodate	...	29.80	757.0	...	...	SW	3	...	...	...	29.69	754.0	...	...	...	0	0				
Tokio	...	29.82	757.5	...	...	SSE	1	...	...	...	29.80	757.0	...	...	...	0	0				
Kochi	...	29.88	759.0	...	...	SE	5	...	...	...	29.84	758.0	...	...	...	0	0				
Nagasaki	...	29.88	759.0	...	...	SE	1	...	...	...	29.82	757.3	...	ESE	...	1	0				
Kagoshima	...	29.84	758.0	...	...	ENE	5	...	...	...	29.78	756.5	...	...	...	1	0				
Oshima	...	29.78	756.5	...	...	ESE	1	...	...	...	29.71	754.5	...	SE	...	1	0				
Naha	...	29.67	753.5	...	...	ENE	4	...	...	...	29.59	751.5	...	E	...	2	2				
Ishigakijima	...	29.63	753.5	...	...	NE	3	...	...	...	29.51	749.5	...	ENE	...	3	...				
Bonin Island	...	29.64	758.0	...	...	E	1	...	...	...	29.52	747.5	...	...	...	...	...				
Chefoo	15	29.80	756.9	86	84	E	1	1	b	6	29.84	757.9	78	100	SE	1	b				
Shanghai	14	29.80	756.9	83	59	SE	1	b	b	...	29.79	756.6	73	98	SE	2	b				
Gutzlaff	...	29.86	758.4	84	79	SE	4	b	b	...	29.86	758.2	77	85	SE	2	b				
Sharp Peak	...	29.66	753.3	86	84	NNW	5	...	...	7	29.60	751.8	80	91	NNW	2	2				
Amoy	...	29.59	751.8	88	76	ENE	4	b	b	6	29.51	749.5	82	87	ENE	2	2				
Swatow	...	29.63	752.3	85	74	SE	2	b	...	...	29.61	752.1	78	96	S	2	2				
Taihekou	11	29.65	753.0	84	92	E	4	r	...	5	29.53	750.6	77	98	NNE	2	2				
Taihu	...	29.61	752.1	86	...	...	0	...	...	...	29.53	750.0	77	...	N	0	b				
Tsinan	...	29.59	751.5	86	...	...	0	...	...	...	29.49	749.1	77	...	E	2	2				
Koshun	...	29.58	751.2	84	...	NE	4	o	o	...	29.48	748.8	77	...	NNE	2	2				
Pescadores	...	29.60	751.8	86	...	NNE	E	4	o	...	29.49	749.1	79	...	NE	2	...				
Hong Kong	14	29.62	752.3	86	72	E	3	o	...	6	29.56	750.9	80	87	W	1	c				
Gap Rock	...	29.63	752.6	...	...	SE	3	...	...	...	29.57	751.1	...	NW	1	3	o				
Macao	...	29.60	751.8	90	72	SE	1	b	...	...	29.53	750.0	79	91	NW	2	...				
Hoihow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Pratas Island	...	29.61	752.0	86	74	N	3	bc	...	...	29.52	749.8	78	85	N	6	o				
Phu Lien	15	29.59	751.5	86	71	E	2	o	b	...	29.61	752.1	73	98	NNE	1	o				
Tourane	...	29.82	758.4	86	...	SE	4	...	...	...	29.60	751.8	81	...	W	2	o				
Cape St. James	...	29.76	756.0	82	...	SW	6	...	...	...	29.76	756.0	77	...	WSW	6	o				
Basco	14	29.43	747.6	86	75	NNE	4	o	...	6	...	...	...	...	...	...	...				
Apurri	...	29.46	748.2	81	98	NNW	4	r	...	...	...	...	...	...	...	...	...				
Tuguegarao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Vigan	...	29.55	750.6	75	96	SW	6	o	...	...	29.50	749.4	78	86	WSW	4	r				
Manila	...	29.60	751.8	77	94	SW	6	o	...	...	29.59	751.5	79	90	SW	4	r				
Legaspi	...	29.58	751.2	82	81	SW	4	...	...	...	29.60	751.8	77	94	SW	2	o				
Calbayog	...	29.66	753.3	79	89	SSW	4	o	...	...	29.65	753.0	81	64	SW	6	r				
Tacloban	...	29.69	754.2	79	80	SW	2	o	...	...	...	...	...	...	...	...	...				
Dolo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Surigao	...	29.68	753.9	80	57	SW	2	o	...	...	29.69	754.2	82	63	SSW	2	o				
Saipan	...	...	...	...	...	...	...	...	...	...	29.78	755.6	78	...	SW	2	b				
Guam	12.22	29.75	755.7	...	...	ENE	1	o	4.22	...	29.81	757.2	...	SSW	...	1	o				
Yap	11.60	29.76	756.0	...	...	SSW	1	o	5	...	29.83	757.7	80	...	SW	1	b				
Palau	...	...	...	...	...	...	...	...	...	...	29.82	757.5	76	...	SW	1	o				
Fonape	...	...	...	...	...	...	...	...	...	...	29.86	758.4	76	91	SW	1	o				
Labuan	14	29.74	755.4	90	66	SW	2	b	6	...	...	...	...	...	...	...	...				

August 8d. 16L. 55m.—Warning to Hong Kong, Coast Ports, &amp;c.—Typhoon of unknown intensity within 120 miles of Lat. 20° N. Long. 124° E., moving W.N.W.

August 8d. 11A. 10m.—Warning to Hong Kong, Coast Ports, &amp;c.—Typhoon of unknown intensity within 60 miles of Lat. 21° N. Long. 122° E., moving N.W.

August 9d. 11A. 11m.—Pressure is highest over S. Manchuria, and a depression is situated to the north of Hakkaido. The typhoon is situated in the eastern portion of the Bashi Channel, moving north-west.

Manila warning, 9d. 10A. 00m.—Typhoon in Lat. 21° N. Long. 123° E., moving N.W., Recd. 9d. 11A. 06m.

Long Kong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inch. Total since January 1, 41.64 inches, against an average of 56.06 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 10.

1.—Formosa Channel. Northerly winds, freshening to a gale.

2.—South coast of China between Hong Kong and Lamma. N.W. winds, fresh; fine to cloudy.

3.—Hong Kong to Gap Rock. N.W. winds, fresh; fine to cloudy.

4.—South coast of China between Hong Kong and Hainan. N.W. winds, fresh; fine to cloudy.

C. W. JEFFRIES, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 9.

Previous On Date On Date

Day at 4 p.m. at 10 a.m. at 4 p.m.

Barometer... 29.68 29.68 29.68

Temperature... 85 85 85

Humidity... 78 78 78

Wind... E W W

Direction... E W W

Force... 2 2 2

Weather... C U C

Rain... 0.00 0.00 0.00

Highest open-air Temperature, 8: 87

Lowest open-air Temperature, 9: 80

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BATH LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

THE HONG KONG &amp; WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONG KONG.

Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.

S.S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at Kowloon Docks by THE HONG KONG &amp; WHAMPOA DOCK CO., LTD. to the order of the AUSTRALIAN-ORIENTAL LINE, LTD. For Australia-Hong Kong Service.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.L.N.A., KOWLOON DOCK, HONG KONG.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers, Sailing subject to alteration without notice.

FOR SWATOW, AMOI &amp; FOCHOW AND RETURN (Occupying 8 to 9 Days)

HAIYANG ... Tuesday, the 13th Aug., at 3 p.m.

HAIYANG ... Friday, the 16th Aug., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa, and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to— DOUGLAS LAFRAIR &amp; CO., General Managers.

19

# INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sun., 11th Aug., at Noon
	"CHAKSANG"	Wed., 14th Aug., at Noon
	"KWANGSANG"	Sun., 18th Aug., at Noon
OSAKA via AMOI, MOJI & KOBE	"SUITSANG"	Thurs., 15th Aug., at Noon
	"KUMSANG"	Fri., 23rd Aug., at 7 a.m.
	"HOSANG"	Satur., 31st Aug., at 7 a.m.
	"KUTSANG"	Wed., 11th Sept., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Satur., 10th Aug., at 3 p.m.
	"YUENSANG"	Mon., 19th Aug., at 3 p.m.
SANDAKAN	"HINSANG"	Mon., 12th Aug., at 3 p.m.
	"HINSANG"	Wed., 4th Sept., at 3 p.m.
TIENTSIN via WEI-HAI WEI	"CHIPSING"	Fri., 30th Aug., at 10 a.m.
	"CHEONGSING"	Tues., 3rd Sept., at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON &amp; CO., LTD.

GENERAL MANAGERS

Telephone: CENTRAL No. 915

## GLEN LINE.

FARE: HONG KONG TO LONDON £22.

To LONDON, ROTTERDAM &amp; HAMBURG via STRAITS &amp; COLOMBO.

Motor Vessel "GLENOLDF" ... 19th August

Motor Vessel "GLFNAMOVY" ... 4th Sept.

Motor Vessel "GLENAPP" ... 2nd October

Motor Vessel "GLENSHIEL" ... 16th October

To SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOK.

Motor Vessel "GLENAPP" ... 15th August

Motor Vessel "GLENSHIEL" ... 30th August

Motor Vessel "GLENLUCE" ... 16th Sept.

Steamship "CARNARVONSHIRE" ... 27th Sept.

Motor Vessel "GLENBEG" ... 11th October

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON &amp; CO., LTD.

AGENTS: THE GLEN LINE, LTD.

19

## NORD DEUTSCHER LLOYD

FAR EASTERN PASSENGER &amp; FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON:

Cabin class ... £80.

NEXT SAILINGS TO EUROPE:

Express Freight S.S. "Icar" ... departure 15th Aug.

Pass. S.S. "SAARBRUECKEN" ... departure 23rd Aug.

Express Freight S.S. "Alster" ... departure 27th Aug.

Pass. S.S. "COBLENZ" ... departure 13th Sept.

Express Freight S.S. "Franken" ... departure 21st Sept.

Pass. M.S. "FULDA" ... departure 11th Oct.

Pass. M.S. "FULDA" ... departure 19th Oct.

Will also call at Tripoli, Genoa, Havre and Antwerp.

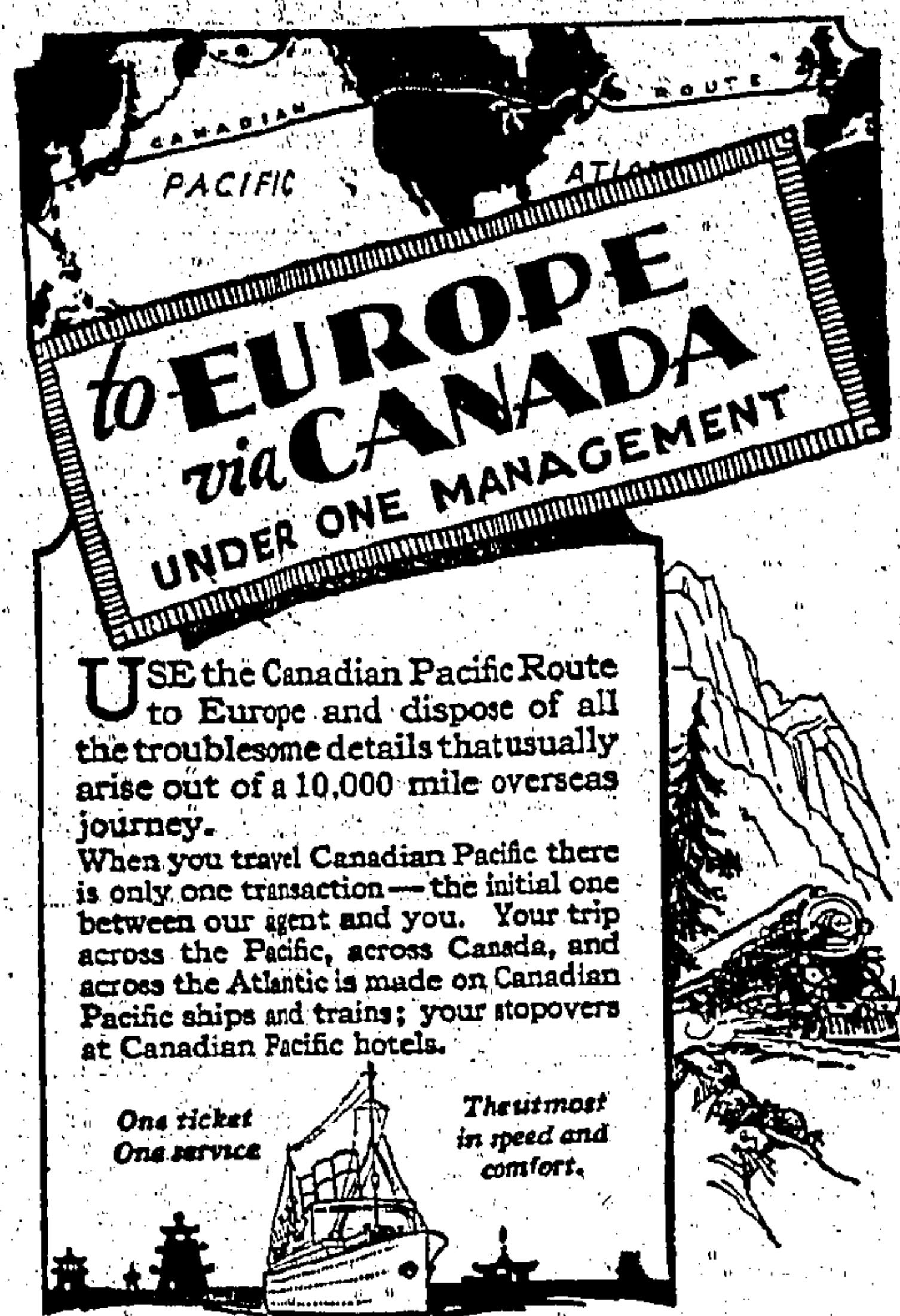
Passenger steamers sailing via Manila, Hong Kong and Amoy.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:

SAILINGS TO SHANGHAI &amp; N. CHINA (Passenger steamers Japan (Freight steamers)





**to EUROPE via CANADA**  
UNDER ONE MANAGEMENT

USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey.

When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

One ticket  
One service  
The most in speed and comfort.

## CANADIAN PACIFIC

Next Sailing to the Pacific Coast

EMPERESS OF RUSSIA

NOON, AUGUST 21st, 1929.

WORLD'S GREATEST TRAVEL SYSTEM



**N.Y.K. LINE**

REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.  
VARYING FROM £23 TO £120 ON SALE

## Summer Excursion Rates:

From Hong Kong to SHANGHAI and return	H.K. \$120
" " " " " " " "	H.K. \$160
" " " " " " " "	H.K. \$190
" " " " " " " "	H.K. \$210
" " " " " " " "	H.K. \$235

SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu

TENYO MARU ... Wednesday, 21st August

KORU MARU ... Wednesday, 4th Sept.

SEATTLE, VICTORIA via Shanghai &amp; Japan Ports.

ITO MARU ... Monday, 12th August

SHIZUKA MARU ... Monday, 8th Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo &amp; Suez.

FUSHIMI MARU ... Saturday, 10th August

KAGAKI MARU ... Saturday, 24th August

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

KAGA MARU ... Wednesday, 21st August

TANGO MARU ... Wednesday, 28th Sept.

BOMBAY via Singapore, Penang &amp; Colombo

TAMBA MARU ... Sunday, 11th August

TOKUSHIMA MARU ... Wednesday, 28th August

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BORUYO MARU ... Monday, 19th August

SOUTH AMERICA (East Coast) via Singapore, Cape

Town &amp; Ports.

KAWAORI MARU ... Friday, 30th August

NEW YORK, BOSTON, HAVANA via PANAMA.

CALOUSTA MARU ... Saturday, 17th August

KAKO MARU ... Tuesday, 20th August

LIVERPOOL via Port Said, Constantinople, Genoa &amp;

Marseilles.

DELAGOA MARU ... Monday, 12th August

DALOUTTA via Singapore, Penang &amp; Rangoon.

MALACCA MARU ... Friday, 16th August

AKITA MARU ... Thursday, 29th August

MANGHAI KOBE &amp; YOKOHAMA.

MATSUYE MARU ... Saturday, 17th August

HARUNA MARU ... Monday, 19th August

TANGO MARU (Nagasaki direct) ... Friday, 23rd August

† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to

NIPPON YUSEN KAISHA

Telephone: C. No. 292 and 3397. (Private exchanges to all Dights.)

## Shipping News Daily Statement, Waterfront News, etc.

## YESTERDAY'S FREIGHT RETURNS.

IMPORT 19,200 TONS;  
THROUGH CARGO  
38,900 ONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:—

British	Osaka	Through
Nam Sang, 1,200	530	
Lyeemun, Singapore 1,100		
Lychow, Dairen 600	320	
Cheong Shing, Canton —	300	
Hia Sang, Sandakan 2,750		
Nanning, Shanghai 270	740	
Dalgoria, Calcutta 780		
American, U.S.A. 1,500	4,000	
Volunteer, U.S.A. 1,500	4,000	
German, Portspania 2,300		
Kathe, —	2,300	
Norwegian, Oslo 790	5,380	
Tennesse, Chinwangtao 2,510	1,900	
Dampito, —	3,300	9,580

Japanese

Bengal Maru, Nagoya 1,200 5,370

Alaska Maru, Hamburg 340 3,490

Fushimi Maru, Yokohama — 3,750

Bingo Maru, Japan — 2,900

Yei Maru, Tsingtao 2,100 900

Chinese

Fuo Lee, Newchwang 770 840

Shiu Hing, Macao 30 —

Total 19,200 38,900

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

British	Arr.	Dep.
American	7	7
German	1	0
Norwegian	3	1
Japanese	5	1
Chinese	3	2
French	0	1
Total	20	12

## ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Lyeemun (Br.) Singapore	568
Dalgoria (Br.) Calcutta and Singapore	815
Fushimi Maru (Jap.) Yokohama and Shanghai	67
Bingo Maru (Jap.) Yokohama	752
Total	2,199

## CLEARANCES.

August 9.

Alaska Maru, for Shanghai, Dairen, for Amoy, Fushimi Maru, for Singapore, Hai Ning, for Swatow, Lushan Maru, for Canton, Nanning, for Canton, Seikan, for Swatow, Standard Arrow, for Saigon, Tennesse, for Shanghai, Tjileboot, for Amoy, Wing Lee, for K.C. Wan, Yei Maru No. 2, for Canton.

## SHIPS IN HARBOUR.

Wharves:—Kowloon: Hin Sang, Dalgoria, Alaska Maru, O.S.K., Hoan Maru, Douglas Lawrie, Haining, Saikong, Wing Lee. Docks:—Kowloon: Juno, Fager, Patria; Taikeo: Krowiken, Am-pullaria, Hupeh. Buoys:—A1 Fushimi Maru, A2 City of Athens, A3 Bingo Maru, A4 Iyo Maru, A5 Tyndareus, A6 Seistan, A7 Namsang, A8 Tjileboot, A9 Kingyuan, A10 Benlomond, B1 An-king, B13 Nanning, B15 Kwong-chow, B18 Lushan Maru, C17 Shan Chih, C19 New Mathilda, B22 Tean, A39 Phenix, A38 Lyeemun, A39 Volunteer, B32 Yusong, C33 Yat-shing, B34 Tinhow, C35 Prominent, B36 Suki Maru, B38 Helikon, C39 Promise, C40 Foo Lee, C41 Helias, C42 Tai Lee, C43 Hermod, C44 Dorry, C45 Kathe, B50 Yei Maru.

## WARSHIPS IN HARBOUR.

The following warships were in harbour yesterday:—Basin:—Tamar, North Arm:—Sandwich, Sterling, in Dock:—L19, No. 9 Buoy:—Moth, No. 9 Buoy:—Cicala, Foreign Men of War:—U.S.S. Mindanao; H.M.S. Castor will sail to-day for Weihaiwei.

The m.v. Haveland (H.A.L.) left Shanghai on Friday, the 9th instant at 6 a.m. and is due here on Monday, the 12th instant. She will be despatched on Monday the 13th instant at 4 p.m.

## ARRIVALS.

August 8.

Halvard, British str., 1,917 tons, Capt. W. Lee, from Hongay, Kowloon Wharf.—Shun Tai, Kathe, German str., 906 tons, Capt. H. Frandsen, from Campho, buoy No. C48.—Wong Mow Tai.

August 9.

Alaska Maru, Japanese str., 7,373 tons, Capt. K. Orihara, from Hamburg, Kowloon Wharf.—O.S.K.

Benlomond, British str., 3,124 tons, Capt. F. Smith, from Swatow, buoy No. A10.—J.C.J.L.

Dalgoria, British str., 3,571 tons, Capt. G. E. Brooks, from Calcutta, Penang and Singapore, Kowloon Wharf.—M. M. &amp; Co.

Dorry, German str., 873 tons, Capt. J. Jacobsen, from Hohow, buoy No. C44.—Chau Yue Teng.

Foo Lee, Chinese str., 839 tons, Capt. S. Kita, from Newchwang, buoy No. C40.—Shun Tai Hong.

Fushimi Maru, Japanese str., 6,848 tons, Capt. S. Oya, from Shanghai, buoy No. A1.—N.Y.K.

Hermod, Norwegian str., 840 tons, Capt. L. H. Paulsen, from Canton, buoy No. C43.—Sang Lee &amp; Co.

Lushan Maru, Japanese str., 1,507 tons, Capt. T. Yamakawa, from Swatow, buoy No. C11.—N.Y.K.

Nanning, British str., 1,503 tons, Capt. H. E. Histed, from Amoy, buoy No. B12.—B. &amp; S.

Protea, Norwegian str., 1,025 tons, Capt. S. Larsen, from Campho, Yaumati Wharf.—Fung Cheong Shun.

Soochow, British str., 1,594 tons, Capt. O. Mather, from Canton, Taikoo Dock.—B. &amp; S.

Standard Arrow, American str., 4,600 tons, Capt. K. P. Olsen, from San Pedro, Laichikok Wharf.—Standard Oil &amp; Co.

Tai Lee, Chinese str., 1,044 tons, Capt. Yamojo, from Swatow, buoy No. C42.—Shun Tai Hong.

Tennesse, Norwegian str., 4,482 tons, Capt. J. Voith, from Aden, Stonecutters.—Thorsen &amp; Co.

Yei Maru, Japanese str., 1,637 tons, Capt. Y. Tami, from Keelung, buoy No. B50.—M.B.K.

## P. &amp; O., British India Apcar and Eastern &amp; Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FORSTRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEBANON, PORTS, EUROPE, ETC.  
PENINSULAR AND ORIENTAL PORTFOLIO  
DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KIDDERPORE"	5,334	15th Aug.	Straits, Colombo & Bombay
"MALWA"	10,980	17th Aug.	Bombay, Marseilles and London
"KASHMIR"	8,983	31st Aug.	Marseilles, London and Hull
"MORRA"	10,983	14th Sept.	Bombay, Marseilles and London
"MANTUA"	10,946	28th Sept.	Bombay, Marseilles and London
"MIRZAPORE"	6,715	3rd Oct.	Straits, Colombo & Bombay
"ALIPORE"	8,572	9th Oct.	Marseilles and London
"KALAMALA"	9,158	12th Oct.	Straits, Colombo & Bombay
"KIDDERPORE"	5,334	23rd Oct.	Marseilles and London
"KALYAN"	9,144	28th Oct.	Marseilles and London
"NAUPORE"	5,383	2nd Nov.	Mars. L'don, Hull &werp, B'm. & Bombay, Mars. & L'don [H'g]
"MAEDONIA"	11,120	9th Nov.	Marseilles and London
"KASHGAR"	9,005	23rd Nov.	Mars. L'don, Hull &werp, B'm. & Bombay, Mars. & L'don [H'g]
"BELTANA"	10,980	30th Nov.	Mars. L'don, Hull &werp, B'm. & Bombay, Mars. & L'don [H'g]
"RAWALPINDI"	16,818	21st Dec.	Mars. L'don, Hull &werp, B'm. & Bombay, Mars. & L'don [H'g]
"MALWA"	10,980	21st Dec.	Mars. L'don, Hull &werp, B'm. & Bombay, Mars. & L'don [H'g]
"KIDDERPORE"	5,334	25th Dec.	Mars. L'don, Hull &werp, B'm. & Bombay, Mars. & L'don [H'g]
"KALYAN"	9,144	18th Jan.	Bombay, Marseilles and London
"MANTUA"	10,946	1st Feb.	Bombay, Marseilles and London
"KALAMALA"	9,158	13th Feb.	Marseilles, London and Hull
"MAEDONIA"	11,120	1st Mar.	Marseilles, London and Hull
"KALYAN"	9,144	18th Mar.	Marseilles, London and Hull
"RAWALPINDI"	16,818	19th Mar.	Bombay, Marseilles and London

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Trieste, Genoa, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKLWA"	7,336	15th Aug.	Singapore, Penang & Calcutta
"TALHA"	10,000	31st Aug.	do
"DALGOMA"	8,983	4th Sept.	do
"TAKADA"	1,949	5th Sept.	do
"TALWA"	10,006	4th Oct.	do
"TALAMBA"	8,018	8th Oct.	do

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	8,550	30th Aug.	Manila, Sandakan, Thursday
"ST. ALBAN"	4,500	4th Oct.	Island, Townsville, Brisbane, Sydney and Melbourne
"ARAFURA"	6,000	1st Nov.	do
"TANDA"	8,550	29th Nov.	do
"ST. ALBAN"	4,500	2nd Jan., 1930	do

Regular Monthly Sailings from Hong Kong to Japan &amp; Hong Kong to Australia. The P. &amp; O. S.S. Co. Ltd. steamers will also call at Shanghai, Hio, Oahu, Honolulu, San Francisco, Seattle, Tacoma, Portland, Vancouver, and other ports en route as indicated.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The P. &amp; O. Branch Service of Steamers to London via Suez Canal. The P. &amp; O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"MOREA"	10,953	16th Aug.	Shanghai, Kobe & Yokohama
"TAKADA"	6,949	16th Aug.	Amoy, Kobe & Osaka
"SHEAF"	—	17th Aug.	Shanghai, Kobe & Yokohama
"GARRETT"	5,337	17th Aug.	Shanghai, Kobe & Yokohama
"KALAMALA"	9,123	30th Aug.	Shanghai, Kobe & Yokohama
"MIRZAPORE"	6,715	1st Sept.	Shanghai, Kobe & Yokohama
"NAGPORE"	8,523	4th Sept.	Shanghai, Kobe & Yokohama
"ST. ALBAN"	4,500	10th Sept.	Amoy, Kobe, Osaka & Yokohama
"TILWA"	10,006	10th Sept.	Shanghai, Kobe & Yokohama
"ALIPORE"	8,572	11th Sept.	Shanghai, Kobe & Yokohama
"MANTUA"	10,946	12th Sept.	Amoy, Kobe & Osaka
"KALAMALA"	9,158	17th Sept.	Shanghai, Kobe & Yokohama
"KIDDERPORE"	5,334	23rd Sept.	Shanghai, Kobe & Yokohama
"KALYAN"	9,144	27th Sept.	Shanghai, Kobe & Yokohama
"NELLURE"	6,853	29th Sept.	do
"DELTA"	8,097	1st Oct.	Shanghai, Kobe & Yokohama
"ARAFURA"	6,000	8th Oct.	Shanghai, Kobe & Yokohama
"MAEDONIA"	11,120	12th Oct.	Shanghai, Kobe & Yokohama
"BELTANA"	9,005	19th Oct.	do
"KASHGAR"	9,005	23rd Oct.	Shanghai, Kobe & Yokohama
"TAKADA"	6,949	30th Oct.	Shanghai, Kobe & Yokohama
"LABORE"	8,304	6th Nov.	Shanghai, Kobe & Yokohama
"RAWALPINDI"	16,818	9th Nov.	Shanghai, Kobe & Yokohama
"KIDDERPORE"	5,334	21st Nov.	Shanghai, Kobe & Yokohama
"MALWA"	10,980	23rd Nov.	do
"JEYPORE"	5,318	1st Dec.	Shanghai, Kobe & Yokohama
"RAJPUTANA"	10,568	7th Dec.	Shanghai, Kobe & Yokohama
"KASHMIR"	8,983	21st Dec.	Shanghai, Kobe & Yokohama
"MANTUA"	10,946	28th Dec.	do
"KALAMALA"	9,158	17th Jan.	do
"MAEDONIA"	11,120	31st Jan.	do
"KALYAN"	9,144	14th Feb.	do
"RAWALPINDI"	16,818	21st Feb.	Shanghai, Kobe & Yokohama
"MALWA"	10,980	14th Mar.	Shanghai, Kobe & Yokohama
"RAJPUTANA"	10,568	27th Mar.	Shanghai, Kobe & Yokohama
"KIDDERPORE"	5,334	10th Apr.	Shanghai, Kobe & Yokohama
"MANTUA"	10,946	24th Apr.	do

† Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FIRED ON ALL STEAMERS.

Passengers for Rangoon must pay their own Hotel expenses at Singapore.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Lavatories.

Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passengers, Freight, Handbooks, etc., apply to—

## MACKINNON, MACKENZIE &amp; CO.

P. &amp; O. Building, Connaught Road Central, HONG KONG. Agents. [1]

## THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

ROTTERDAM, AMSTERDAM, HAMBURG,

AND SCANDINAVIA.

Sailing about 17th Aug.

Sailing about 22nd Sept.

Sailing about 13th Oct.

Sailing about 2nd Sept.

Sailing about 2nd Sept.

Sailing about 2nd Sept.

Sailing about 2nd Sept.

Sailing about 2nd Sept.

Sailing about 2nd Sept.

Sailing about 2nd Sept.



# POST OFFICE NOTICE.

## INWARD MAILS.

From	Per	Due
SHANGHAI & SWATOW	Shantung	10th Aug.
Europe via Nippon (Papers only)	Pier	10th Aug.
U.S.A. (San Francisco, 12th July)	Pres. Wilson	10th Aug.
HONGKONG, JAPAN & SHANGHAI	Yingchow	11th Aug.
SHANGHAI & AMOI	Pres. Lincoln	12th Aug.
MANILA		
U.S.A. (San Francisco, 19th July)	Pres. Cleveland	12th Aug.
HONGKONG, JAPAN & SHANGHAI	Ensp. of Russia	12th Aug.
U.S.A. (San Francisco, 25th July)		
U.S.A. (San Francisco, 17th July)	Tenyo Maru	13th Aug.
HONGKONG, JAPAN & SHANGHAI	D'Arignac	13th Aug.
SHANGHAI & AMOI	Chenoweth	13th Aug.
U.S.A. (Seattle 27th July)	U.S.A.	13th Aug.
JAPAN & SHANGHAI	Pres. Madison	18th Aug.
U.S.A. (San Francisco)	Pres. Cleveland	18th Aug.
SHANGHAI & AMOI	Kaga Maru	20th Aug.
MANILA		
AUSTRALIA & MANILA	Tango Maru	22nd Aug.

## OUTWARD MAILS.

REGISTERED AND PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	DATE & TIME
Shanghai	Tennessee	Saturday, 10th, 8:30 A.M.
Strait, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseille—due Marseille, 9th Sept.	Fushimi Maru	8:45 A.M.
		Letters 9:30 A.M.
		Parcels 10:00 A.M.
Australia (except places North of Brisbane) and New Zealand's Singapore and Brisbane—due Brisbane, 2nd Sept.	Fushimi Maru	8:45 A.M.
		Letters 9:30 A.M.
		Parcels 10:00 A.M.
Calcutta via Straits	Nam Sang	Noon
Straits	Lyonnais	2:30 P.M.
Amoy	Amoy	4:00 P.M.
Manila	Pres. Wilson	5:00 P.M.
Swatow, Pakhoi & Haiphong	Limchow	8:30 A.M.
Amoy	Luchow	9:00 A.M.
Bangkok via Swatow	Kuanchow	9:00 A.M.
Swatow, Amoy and Fuzhou	Honan Maru	9:00 A.M.
Shanghai	Iyo Maru	Monday, 12th, 8:30 A.M.
Haiphong	Canton	1:30 P.M.
Swatow	Utsung	1:30 P.M.
Manila & parcels for Germany via Hamburg	Ts'ing	1:30 P.M.
Japan, U.S.A., Canada, C. & S. America & EUROPE via San Francisco—due San Francisco, 4th Sept.	Havelland	2:30 P.M.
Shanghai	Pres. Lincoln	Parcels 3:00 P.M.
		Letters 4:15 P.M.
		Letters 5:00 P.M.
		Letters 6:00 P.M.
Fort Bayard, Haiphong, Pakhoi & Haiphong	Tonkin	Tuesday, 13th, 1:00 P.M.
Shanghai & Japan	D'Arignac	1:00 P.M.
Swatow, Amoy and Fuzhou	Haiphong	1:00 P.M.
Saigon, Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt & EUROPE via Marseille—due Marseille, 14th Sept.	Orient Express	Reg. 10:00 A.M.
		Letters 10:30 A.M.
		G.P.O. 11:45 P.M.
Manila	Krip. of Russia	1:30 P.M.
Manila	Pres. Cleveland	4:30 P.M.
Swatow	Chakung	Wednesday, 14th, 10:30 A.M.

\* Superscribed correspondence only.

# THE BLUE FUNNEL LINE

REGULAR, DYFAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

"AOHILLES" 20th Aug., Casablanca, Marr., Liden, E'dam.  
"ANTENOR" 4th Sept., Marr., Liden, E'dam. & Hamburg.  
"PHILOTTES" 17th Sept., Marr., Casablanca, Liden, E'dam. & Hamburg.

## LIVERPOOL SERVICE

"AGAPENOR" 20th Aug., Tripoli, Genoa, Havre, Liverpool & Glasgow.  
"PROTEUS" 11th Sept., Genoa, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE

(via Kobe & Yokohama)  
"TYNDAROS" 24th Aug., Victoria, Vancouver & Seattle.  
"TRUCER" 11th Sept., Victoria, Vancouver & Seattle.

## NEW YORK SERVICE

"PYREUS" 30th Sept., New York, Boston & Baltimore.  
"EURYLOCHUS" 18th Aug., For S'hai, Kobe & Yokohama.  
"MENELAUS" 24th Aug., For S'hai, Kobe & Yokohama.  
"PYREUS" 30th Sept., For S'hai, Kobe & Yokohama.

## PASSENGER SERVICE

"ANTENOR" 4th Sept., Singapore, Malacca & London.  
"HECTOR" 2nd Oct., Singapore, Malacca & London.  
\* Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to—

Butterfield & Swire, Agents.

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital .....\$30,000,000  
Issued & Fully Paid-up.....\$30,000,000  
Reserve Funds:—  
Sterling .....\$5,000,000  
Silver .....\$14,000,000

Reserve Liability of Proprietors .....\$20,000,000  
Head Office: HONG KONG.

Board of Directors:  
N. S. BROWN, Esq., Chairman.  
W. H. BELL, Esq., Deputy Chairman.  
Hon. Mr. B. D. W. L. PATTENDEN, Esq.  
A. H. COMPTON, T. E. PEARCE, Esq.  
M. T. JOHNSON, J. A. PLUMMER, Esq.  
B. LANDER LEWIS, J. P. WARREN, Esq.  
Chief Manager:  
Hon. Mr. A. C. HYNES.

BRANCHES:—  
Amoy, Bangkok, Batavia, Borneo, Calcutta, Canton, Cebu, Hongkong, Lyons, Shanghai, Singapore, Swatow, Tientsin, Yokohama.  
Penang, Rangoon, Saigon, San Francisco, Siam, Sourabaya, Tientsin, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and STERLING on terms on which will be quoted on application.  
Hong Kong, 17th Apr., 1929. [38]

## HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
For the HONG KONG & SHANGHAI BANKING CORPORATION,  
A. C. HYNES, Chief Manager.  
Hong Kong, 13th Sept., 1927. [9]

## EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS  
U.S. \$4,000,000.00  
HEAD OFFICE:  
37, WALL STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.  
Interest Allowed on all Deposits Rates on Application.  
A Subsidiary of THE EQUITABLE TRUST COMPANY OF NEW YORK.  
Total Resources in excess of U.S. \$800,000,000.  
D. M. BIGGAR, Manager.

## NETERLANDSCHE HANDELS-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)  
BANKERS  
Established 1824.  
HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital Gldrs. 150,000,000.—  
(£12,500,000.)  
Paid-Up Capital.....Gldrs. 80,000,000.—  
(£6,666,667.)  
Reserve Fund.....Gldrs. 40,000,000.—  
(£3,333,333.)

Head Office:—Amsterdam.  
Eastern Head Office:—Batavia.  
BRANCHES:—Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Singapore, Swatow, Tientsin, Yokohama.

London Bankers:—  
National Provincial Bank, Ltd.  
Correspondents all over the world.  
Business of every description transacted.  
P. M. ELBERG, Manager.  
Hong Kong, 27th May, 1929. [34]

## THE BANK OF CANTON, LTD.

Head Office: HONG KONG.  
Hong Kong Currency.  
Authorized Capital.....\$11,000,000.  
PAID-UP CAPITAL.....\$6,644,300.  
RESERVE FUND.....\$500,000.

Branches:—  
Canton, Shanghai, Hankow, Swatow, Bangkok, New York, and San Francisco.

London Bankers:—  
THE LLOYDS BANK, LTD.  
Correspondents  
In all Principal Cities of the World.  
Foreign Exchange and Banking Business of every description transacted.  
Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.  
LOOK POONG SHAN, Manager.

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
Head Office: LONDON.

Paid-up Capital .....£3,000,000  
Reserve Fund .....£4,000,000  
Reserve Liability of Proprietors .....£3,000,000

## AGENCIES & BRANCHES:

ALOR STAR, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CAYENNE, COLOMBO, DAHLEN, HANKOW, HONGKONG, KANSAI, KUALA, KUPANG, LONDON, MANILA, MEDAN, NEW YORK, Peking, Rangoon, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA, ZAMBANGA.

Foreign Exchange and General Banking Business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.  
A. H. FERGUSON, Manager.  
Hong Kong, 9th Jan., 1929. [30]

## BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).  
Princo's Building, Chater Road, Victoria, Hong Kong.

Head Office:  
74, Rue St. Lazare, Paris.  
Capital, fully paid-up ... Frs. 50,000,000  
Special Working Capital 50,000,000  
Reserves ..... 23,319,000

BRANCHES:  
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Pnom Penh, Peking, Shanghai, Tientsin, Hong Kong.

BANKERS:  
France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.  
London: Midland Bank, Ltd.  
New York: American Exchange, Irving Trust Co., Banca Commerciale Italiana.  
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.  
A. ROLLIN, Manager.  
Hong Kong, 1st July, 1929.

## THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:—  
15, Gracechurch Street, London, E.C. 3.

Authorized Capital .....£3,000,000  
Subscribed Capital .....£1,500,000  
Paid-up Capital .....£1,000,000  
Reserve Fund and Rest .....£1,619,047

BANKERS:  
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:  
Bangkok, Ipoh, Kandy, Penang, Batavia, Kanchi, Port Louis, Bombay, Karachi, Port Louis, Calcutta, Kota Bharu (Mauritius), Colombo, Kuala Lumpur, Shanghai, Canton, Kanton, Siam, Cebu, Kanton, Singapore, Hong Kong, (Peking), Sourabaya, Howrah, Madras.

Hong Kong Branches:  
Every description of Banking and Exchange Business transacted. Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.  
C. L. C. SANDES, Manager.  
7, Queen's Road Central.  
Hong Kong, 12th April, 1929. [29]

## THE BANK OF CHINA

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)  
AUTHORIZED CAPITAL.....\$30,000,000.00  
PAID-UP CAPITAL.....19,760,200.00  
RESERVE FUND.....9,844,398.69

Head Office:—PEKING.  
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.  
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE LIVING BANK, COLUMBIA TRUST CO.  
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.  
Every description of Banking Business transacted.  
Loans granted on Approved Securities.  
Special facilities for domestic exchange.  
SHOU J. CHEN, Manager.  
Hong Kong, 29th June, 1927. [38]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000  
Reserve Fund ..... Yen 108,000,000

Head Office: YOKOHAMA.  
BRANCHES AND AGENCIES AT:  
Alexandria, Honolulu, Rangoon, Batavia, Kai Yuen, Saigon, Bombay, Karachi, Soerabaya, Buenos Aires, San Francisco, Calcutta, Lyons, Siam, Canton, Los Angeles, Semarang, Changchun, Manila, Shanghai, Dairen, Nagasaki, Singapore, (Dairen), Nagoya, Shimoda, Fushimi, Newchwang, Sydney, (Mukden), New York, Tientsin, Hankow, Osaka, Tokyo, Harbin, Peking, Tientsin, Vladivostok (Temporarily closed).  
Interest allowed on Current Accounts.  
Deposits received for Fixed Periods at rates to be obtained on application.  
H. MOBI, Manager.  
Hong Kong, 11th Mar., 1929. [28]

## BANQUE DE L'INDO-CHINE.

Head Office:  
66, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00  
Paid-up Capital ..... Frs. 68,400,000.00  
Reserve Fund ..... Frs. 102,000,000.00

BRANCHES:  
Bangkok, Hong Kong, Quinhon, Batavia, Hanoi, Saigon, Canton, Nam-Dinh, Singapore, Djibouti, Noumea, Tientsin, Haiphong, Peking, Tourane, Hankow, Pnom-Penh, Vinh, Hanoi, Pondicherry, Yunnanfu.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.  
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.  
IN NEW YORK: J. P. Morgan & Co.; French-American Bank & Co.; Corporation; Guaranty Trust Co. of New York.  
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
Every description of Banking and Exchange Business transacted.  
Safe Deposit Boxes to let.  
A. LECOT, Manager.  
Hong Kong, 2nd May, 1929. [32]

## THE BANK OF EAST ASIA, LIMITED.

Head Office: HONG KONG.  
No. 10, Des Voeux Road Central, Hong Kong.

AUTHORIZED CAPITAL .....\$10,000,000  
PAID-UP CAPITAL ..... 5,000,000  
RESERVE ..... 1,500,000

BRANCHES AND AGENCIES:—  
Batavia, London, Peking, Singapore, Bombay, Manila, Rangoon, Sourabaya, Calcutta, Melbourne, Saigon, Sydney, Canton, Nagasaki, San Francisco, Haiphong, New York, Cebu, Tientsin, Honolulu, Osaka, Seattle, Tokyo, Kobe, Paris, Semarang, Kowloon, Peking, Shanghai.

Correspondents in all principal cities of the world.  
Every description of Banking and Exchange business transacted. Loans granted on approved securities.  
SAFE DEPOSIT BOXES TO LET.  
KIM TONG PO, Chief Manager.  
Hong Kong, March 1st, 1929.

## HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.  
The Paper to send Home

## American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—  
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one 'l'. The advantage of the Cheques was so apparent that other banking institutions adopted the system."

Quoted from Pitman's Dictionary of Banking by Wm. Thomson.  
Issued in \$20, \$50, \$100, and \$500, and 10, 20, 50, and 100 francs, handy wallet and cost only 1/2 of 1 per cent.

Secure your steamship tickets, hotel reservations and itineraries or plan your cruise or tour through.

THE AMERICAN EXPRESS CO., INC.  
4, Des Voeux Road, Central, Hong Kong.

Printed and Published by DAVID JOHN EVANS, for the Hong Kong Daily Press, Limited, at 11, Ice House Street, Victoria, Hong Kong, London Office: 21, Bride Lane, Fleet Street, E.C. 4.

## EXCHANGE.

### CLOSING QUOTATIONS.

August 9, 1929.

On LONDON:—  
Telegraphic Transfer... 1/11  
Bank Bills, on demand 1/11 1/8  
Bank Bills, at 30 days' sight .....  
Bank Bills, at 4 months' sight ..... 1/11 1/4  
Credit, at 4 months' sight ..... 2/-  
Documentary Bills, at 4 months' sight ..... 2/-

On PARIS:—  
Bank Bills, on demand 119 3/4  
Credit, at 4 months' sight 129 7/8  
Bank Bills, on demand 46 3/4  
Credit, at 60 days' sight ..... 48 1/2

On BOMBAY:—  
Telegraphic Transfer Bank Bills, on demand ..... 129 1/2  
On CALCUTTA:—  
Telegraphic Transfer Bank Bills, on demand ..... 129 1/2

On SHANGHAI:—  
Bank Bills, at sight ..... 82 1/2  
Private, 30 days' sight .....  
On YOKOHAMA:—  
On demand ..... 89  
On demand ..... 89 1/2

On MANILA:—  
On demand ..... 89 1/2  
On SINGAPORE:—  
On demand ..... 89 1/2  
On BATAVIA:—  
On demand ..... 119 3/4

On HAIPHONG:—  
On demand ..... nom.  
On SAIGON:—  
On demand ..... nom.  
On HANKOW:—  
On demand ..... 86 1/2

SOVEREIGN, Bank's Buying rate ..... 10.05  
GOLD LEAS, 100 fine, per toad ..... 24 3/16  
BAR SILVER, per oz. ....